

The Hongkong Telegraph

(ESTABLISHED 1881)

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WEATHER FORECAST

SHOWERY

Barometer 29.85

May 30, 1914. Temperature 6 a.m. 78, 2 p.m. 83
Humidity 91 79

May 30, 1913. Temperature 6 a.m. 77, 2 p.m. 86
Humidity 89 67

2810 歲大初月五年寅甲

SATURDAY, MAY 30, 1914

大 號 號 叁月伍英

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

AWFUL DISASTER AT SEA.

"EMPRESS" LINER COLLIDES WITH COLLIER AND SINKS IN TEN MINUTES.

FEARED HUGE LOSS OF LIFE.

[Reuter's Service To The "Telegraph,"]

London, Received May 29, 6.45 p.m.

Reuter's correspondent at Ottawa says a wireless message received at Quebec states that the Canadian Pacific liner Empress of Ireland sank after collision with an iceberg.

Received 8.18 p.m.

From a wireless message received at Father Point at 3 o'clock this (Friday) morning, it appears that the Empress of Ireland collided with a collier. There is no sign of the latter vessel up to the present. The Empress of Ireland continued sending wireless messages, and then suddenly became silent.

A further wireless from Father Point at 3.40 a.m. says that lifeboats have been seen in the distance near the Government steamers Eureka and Lady Evelyn.

600 Lives Probably Lost.

Received 9.3 p.m.

Reuter's correspondent at Quebec says 350 persons have been landed at Rimouski. Probably 800 persons perished. The collision occurred in a dense fog. The Empress of Ireland sank in ten minutes.

How the News Came.

Received 9.8 p.m.

Reuter's correspondent at Quebec says the Marconi Station at Father Point announces that the Empress of Ireland collided with another ship 30 miles east of Father Point, and that she was sinking.

A signal from the Empress of Ireland announced the disaster, and a Government steamer responded.

The wireless communication is broken, and this would seem to indicate that the Empress of Ireland has gone to the bottom.

She carried twelve hundred souls. She sailed for Liverpool on Wednesday.

Distinguished Passengers.

Received 10.30 p.m.

Reuter's correspondent at Quebec says there were 77 first-class passengers on the Empress of Ireland, included among them being Sir Henry Seton-Karr and Mr. and Mrs. Lawrence Irving.

Received 11.1 p.m.

Commissioner and Mrs. Rees, commanding the Salvation Army in Canada, and 81 members of the Salvation Army were also aboard.

The collier, with which the Empress boat collided, was also sunk.

Conflicting Reports.

London, Received May 30, 1.22 a.m.

Reuter's correspondent at New York states that the death-roll in the disaster to the Empress of Ireland totals one thousand.

Received 4.55 a.m.

The Canadian Pacific Railway Company has received roundabout reports that all the passengers are saved.

The Main Facts.

Received 6 a.m.

From a mass of confusing and contradictory reports the main facts of the disaster are believed to be as follows:—

The collier Storstad, of 3,501 tons, rammed the Empress of Ireland, which was stationary, in a fog, striking her amidships. The Empress boat sank in a few minutes in nineteen fathoms of water.

The Storstad, though crippled, stood by and picked up 380 people alive, while the Eureka and the Lady Evelyn rushed up and succeeded in rescuing 395 more, these being landed at Rimouski.

The Passenger List.

The official passenger list of the Empress of Ireland shows that there were 78 first-class passengers aboard, 210 second-class, 490 third-class and 413 crew. The figures, however, are uncertain.

Captain Rescued.

Captain Kendall, of the Empress of Ireland, was found floating on some wreckage half an hour after the disaster.

Received 6.22 a.m.

Twenty-two of those taken to Rimouski died from injuries received.

Only Four Hundred Saved.

Received 7.15 a.m.

It is officially announced that according to available information only 400 lives have been saved.

Over 1,000 Lives Lost.

Received 10.18 a.m.

Reuter's correspondent at Montreal states the Mr. G. W. Henderson, a prominent business man, who is among the survivors of the Empress of Ireland, has telegraphed that the death-roll totals 1,030.

The Empress of Ireland was a big graceful ship well proportioned, built to meet every possible requirement of the service, and also remarkably steady in rough weather. She was of the following dimensions:—Length, 570 feet; breadth, 65 feet, 6 inches. She accommodated comfortably 350 first cabin, 350 second cabin and 1,000 third class passengers. She was of 14,500 tons register, and 18,000 indicated horse power. She had a set speed easily establishing her right to the title "Express Steamship." The cabins throughout were roomy and luxuriously furnished. On the upper and lower promenade decks were a number of special rooms, single and en suite, with or without private baths. The spacious dining saloon accommodated the entire complement of passengers, and an attractive feature was the arrangement of small round tables in alcoves usually assigned to families or parties travelling together.

A considerable number of passengers left Hongkong by the Empress of Japan on April 30, this being the boat advertised to connect up with the ill-fated Empress of India. The through passengers to England included the following:—Major F. B. Kelly, Mr. J. M. Tait, Mr. J. Body, Dr. F. B. Barbeton, Major F. C. S. S. Palmer, Col. and Mrs. Rodney Wild, Mr. and Mrs. S. B. Long, Mr. Arthur Baker, Miss Barker, Mr. W. L. A. White, Mr. and Mrs. Gannell, and Mr. Douglas H. Evans. While these passengers would have been in time to connect up with the Empress of Ireland, it does not follow that they did so, and the local office of the Company doubts if any of them did. A cable has been to-day despatched by Mr. O'addock to the office in Montreal enquiring if there were any Far Eastern passengers on the ill-fated ship.

TELEGRAMS.

AWFUL DISASTER AT SEA.

RECORD OF RECENT
AWFUL DISASTERS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

Lives lost.

1904

June 15, General Slocum, Long Island Sound, New York... 1,000

1906

January 21, Brazilian battleship Aquidaban, near Rio de Janeiro... 212

August 4, Italian emigrant ship Sirio, Cape Palos... 350

September 25, Boat carrying Hindoo, sunk in the Indus... 200

October 21, Variag, Vladivostok... 140

1907

February 21, Larchmont, Rhode Island... 131

July 20, Columbia, and San Pedro, California... 100

November, Kaptan, North Sea... 110

1908

March 23, Matsuo Maru, Hakodate... 300

April 30, Japanese cruiser, Matsushima, off the Pescadores... 200

June 16, 50 fishing boats, off Kagoshima, Japan... 350

September 30, Ferry steamer Stambul, Smyrna... 140

1910

February 9, General Chanzy, Minorca... 200

May 28, French submarine Pluvios, Korea... 26

August 23, Tetsu Maru, Korea... 200

1911

March, Yongala, Barrier Reef... 138

September 25, Liberté, blown up... 226

1912

January, Russ, Black-Sea... 172

March 21, Koomaba... 130

April 15, Titanic... 1,513

December 10, Centurion and Derna... 38

1913

October, The Volturo... 136

1914

April 3, Newfoundland Sealing Disaster... 140

HOME MARKETS.

The following reports on Home markets are from the Times of May 5:—

Copper.

London, May 4.—In view of the disappointing American trade in ports and a general disinclination to embark upon new business, the market during early hours presented a very neglected appearance. Business opened with values practically unchanged at £83 15s. for near dates, and three months sold at £83 17s. 3d. With no pressure to sell first change closed steady but dull with a fractional loss. Second change ruled easier on a few liquidations and the close was lifeless at 6s. 3d. to 7s. 8d. decline with cash at £83 8s. 9d. and three months at £83 12s. 6d. Total sales 700 tons; Settlement price, £83 15s. Tough and best, £88. Electrolytic, 206.

Cotton.

Liverpool, May 4.—The demand for spot cotton was quite brisk; consumers again coming into the market to cover their requirements. Outside growths were particularly in good request as a result of the indifferent selection of American cotton. Importing houses were also buying on a fairly large scale owing to their inability to fill contracts in the South. A good inquiry was reported for American, and quotations were raised 2 points. Middling, 7.27. Brazilian were also quiet.

TELEGRAMS.

THE OAKS.

PRINCESS DORRIE WINS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

The race for the Oaks Stakes resulted as follows:—Princess Dorrie (W. Huxley) 1, Wassilissa (E. Huxley) 2, Torchlight (Sten) 3.

There were 21 starters. Won by two lengths, four lengths separating second and third. In the early stages of the race the order of running was:—Torchlight, Lancaster Lady (Donoghue up), Dolabella (Clark up), Late Dolabella took up the running from Lancaster Lady and Torchlight, with Princess Dorrie practically last rounding Tattenham corner, Dolabella and Daly Girl (Spear up) were close together. Then came Torchlight, Wassilissa and Princess Dorrie, who came through at a great pace and won comfortably. The time was:—2 min. 38.1-5 seconds.

In addition to the starters already given, White Lie (Earl) who ran, Militant and Casotiel did not start.

The betting was 11 to 4 against Princess Dorrie; 100 to 1 against Wassilissa; and 10 to 1 against Torchlight.

The placed betting was even money. Princess Dorrie, the others proportionate.

[The winner is a brown filly owned by Mr. J. B. Joel, being by Your Majesty—Doris. She was out eight times last year, and secured six seconds and a third, while once she came in fifth.]

Wassilissa belongs to Lord Carnarvon, and is a bay filly by Eagerout of Missoraja. Out of five appearances she won the Theale Two Year Old Maiden Plate at Newbury in November last, and also secured one second and one third.

Torchlight, a bay filly owned by Sir John Thursby, was out four times last year, winning the Leicestershire Foal Stakes in October and the Free Handicap at Newmarket in the same month. The other occasions she was fourth and unplaced respectively. She is by John O'Gaunt out of Lesbia.]

TELEGRAMS.

HOME CRICKET.

THE LATEST RESULTS.

[Reuter's Service To The "Telegraph,"]

London, Received May 30.

Yorkshire beat Cambridge University at Cambridge by an innings and six runs.

Hampshire beat Derbyshire at Southampton by eight wickets. Middlesex beat Worcestershire at Lord's by an innings and 50 runs.

THE MAUSER RIFLE.

ITS INVENTOR DEAD.

London, Received May 30.

Reuter's correspondent at Berlin reports the death of Herr Mauser, the inventor of the Mauser rifle.

Manchester, May 4.—The market is quiet. The reduction in demand for light staples for the East has not been followed by a revival in other directions. China and South America still show no disposition to move, and other overseas outlets are not encouraging. Only small lots of yarn and cloth are being put down, buyers displaying little confidence. Yarn is steady at Friday's level. Indian staples, including shirtings, are firm at the highest level touched last week. Other cloths are displaying less definite strength than a fortnight ago and offers are often below makers' terms.

Freight Markets.—Apart from a better feeling in the Black Sea district, there was no material change in freight markets yesterday, the inquiry all round being limited on about the basis of recent rates. America again ruled quiet, although several orders were closed for sugar from Cuba on the basis of 11s. 6d. London or Amsterdam, 15s. Marseilles for May loading, and 13s. 6d. for July. For deals from the Bay of Fundy 35s. was repeated, and a small carrier was taken for timber from the Gulf to Cork and Southampton at 85s.

There was still no attempt to do business in the River Plate as, although the weather was brighter during the past few days, latest cable advices report a return of rain, and consequently rates were still more or less nominal around about 12s. 6d. for May-June loading up river. There was, on the other hand, some expansion of inquiry from the Black Sea, and the tendency was, if anything, towards slightly higher rates; 7s. to 7s. 1½d. being indicated for berth tonnage from the Azoff, while owners were rather more reserved for prompt loading in South Russia and Salina.

India and the East, however, remained very quiet, with few orders available, although for prompt loading at Karachi 10s. was secured for discharge at Antwerp. Australia was inanimate, and there was hardly an inquiry from the North Pacific or the Nitrate ports.

Outward coal rates were no more than maintained in view of the fallacy of colliery, loading turns, and only a small business was possible from South Wales.

COMPANY REPORTS.

The report of the Linggi Plantations for the year 1913 states that the rubber harvested is 1,281,116lb. The total "all in" cost was 1s. 12d., and the profit per lb. 1s. 2.003. The estimated output for 1914 is 1,385,000lb., of which 254,240lb. have been sold forward at an average of 2s. 5.741 per lb. The profit, amounted, to £83,740.

TELEGRAMS.

OUR NAVY.

A COLONIAL IDEA.

[Reuter's Service To The "Telegraph,"]

London, Received May 29.

The Times correspondent at Wellington (N.Z.) states that the Premier says that the Anglo-Japanese Alliance is insufficient protection for New Zealand, and he suggests that Canada, Australia, South Africa, New Zealand, and Great Britain should unite to put a great fighting Navy on the Pacific.

making, with £3,034 brought forward £89,030. The directors recommend a final dividend of 25 per cent, making a total distribution for the year of 70 per cent. The balance carried forward is £17,480. For the year 1912 the dividend was 143½ per cent.

The total receipts of the Great Northern Telegraph Company for 1913, including the balance brought forward, amounted to £708,369 and the net profit was £478,895. The board propose to make up the total distribution for the year to 20 per cent, being the same as for 1912, leaving a balance to be carried forward of £100,728. The results of the past year were not so good as those of the previous one. The receipts decreased by £13,280 and the expenses increased by £31,400. The result is a decrease of the net revenue of about £48,000, without taking into consideration the amount brought forward.

Pacific Steam Navigation Co.—Final dividend on account of the year 1913 of 17s. 6d. per share, making 40s. per share, or 6 per cent for the whole year. For the preceding year the dividend was the same.

The directors of the Royal Mail Steam Packet Company in their annual report to December 31 last, state that notwithstanding the increasing competition of foreign lines, the company's position has been well maintained. The fleet of "A" steamers in the South American mail service will shortly be strengthened by the new triple screw vessel Alcantara, which will sail from Southampton on June 10 for Brazil and the River Plate, and another steamer of the same type is under construction. Two new Transatlantic steamers for the West India mail service are being built by Messrs Workman, Clark and Co., and are expected to take places in the line in October and December next respectively. From the experience the directors have had of the Canadian West Indian trade up to the present time, they have reason to believe that the new line will prove to be a useful addition to the company's operations. The service has been well received by the public, and as the advantages which it offers to tourists become better known in Canada, it should prove of great value to the Dominion and to the West Indian colonies by promoting further intercourse between those countries. After making full provision for depreciation and transferring £100,000 to the reserve fund, £37,113 to the insurance fund, and £5,000 to the pension fund, the directors propose to pay a dividend of 34 per cent, less tax, on the Ordinary stock, making 6 per cent for the year.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

Princess Dorrie won the Oaks Stakes.

Latest Home cricket results are given to-day.

Herr Mauser, inventor of the Mauser rifle, is dead.

After colliding with a collier the s.s. Empress of Ireland sank in ten minutes; it is feared over 1,000 lives are lost.

The Premier of New Zealand says the Anglo-Japanese Alliance is insufficient for the protection of New Zealand, and urges a great fighting Navy in the Pacific.

NEWS.

"1899" will be found on page 4 of this issue.

The Telegraph Acrostic appears on another page.

Messrs. Wright and Hornby's share report appears on page 9.

"Our Contemporaries" appears on page 2, and log book on page 6.

Another man has been arrested in connection with the Tai On piracy.

Yesterday's racing in the dragon boat festival is described to-day.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Hippodrome Circus—Causeway Bay—9.15 p.m.

Tuesday June 2.

Crown Land Sale—P.W.D.—3 p.m.
Auction Sale of shoes etc.—G. P. Lammer's Sales Rooms—11 a.m.

Wednesday June 3.

The Hongkong Ice Co. Ltd. Extraordinary General Meeting—noon.
King's Birthday Parade.

Thursday June 4.

Hongkong Fire Insurance Co. Ltd. Extraordinary General Meeting.
Canton Insurance Office Extraordinary General Meeting—11.15 a.m.
Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Friday June 5.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Saturday June 6.

Auction of Antique China and Curios—G. P. Lammer's Sales Rooms—2.30 p.m.

Notices

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Hongkong, 19th July, 1913.

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OUR
CONTEMPORARIES.

South China Morning Post.

The Hunt for Oil Fields.
The keenness with which important interests are taking up the hunt for oil fields is due in a large measure to the increasing use of oil by the naval and mercantile fleets of the world. In this connection the British Empire has probably a bigger stake at issue than any other and the straits to which it is driven in order to find supplies of liquid fuel for the navy alone are exemplified by the recent decision announced in the House of Commons to take up £2,200,000 worth of shares in the Anglo-Persian Oil Company. The acquisition of this huge interest in Persia is, however, a very doubtful expedient in view of the facts. The territory in which the wells are situated is not British; the region is far from safe, the producing capacity of the wells has yet to be developed and proved; adequate defence of the property is scarcely possible without the consent of Persia and other nations interested; and powerful rivals are located not far distant from the oil bearing region.

Daily Press.

Japan and Korea.

On the other hand, the amount of money devoted by Japan to the various governmental undertakings in Chosen since the annexation is referred to as "by no means insignificant," but the Governor-General adds: "If judged only by the results so far obtained, it will be seen that the reward reaped for developing Chosen is considerable; but the future reward will be no less remarkable, as the present is still the stage of the establishment of new works and the investment of capital." The "permanent and unchangeable" policy of the Government, Count Terauchi says, is "to maintain peace and order in the Peninsula, to win the confidence of the people, to develop various productive industries and to open up the natural wealth of the country, to advance the civilization of the people by spreading and promoting education, and generally to increase the prosperity and happiness of the people." No one can read the Governor-General's review of three years' work in the Peninsula—and more especially the more detailed reports, published annually without being deeply impressed with the thoroughness, efficiency, and success which have marked the great task upon which Japan is engaged in Korea, and without feeling that the congratulations of the world are well deserved.

China Mail.

Government Ownership of Railways.

It must not be supposed that the German system, though financially successful, gives universal satisfaction to either freighters or passengers. There are complaints, but the Government can afford to exhibit an indifference that English ministers may envy, but cannot imitate. On one occasion, when a more efficient service was urgently demanded, the responsible Minister replied in these terms:—"This one will have cheaper fares; another will have better carriages and more room; a third will have new lines, even though they should be unremunerative. This one, again, wants improvement of the road, another lower rates. In all this lies a danger to the State—at least there would be, if the Government were not strong enough to oppose the desires of those interested. Assume that the Prussians will always have a strong administration. Such language contrasts vividly with the apologetic tone an English Minister would adopt if confronted with a similar position. Again, the efficiency, the obedience, the discipline of the staff, in little comprehended in this country. No combination of operatives is permitted, lest it foster unhealthy discontent with existing conditions; no strikes are allowed to dislocate the traffic or occasion delays.

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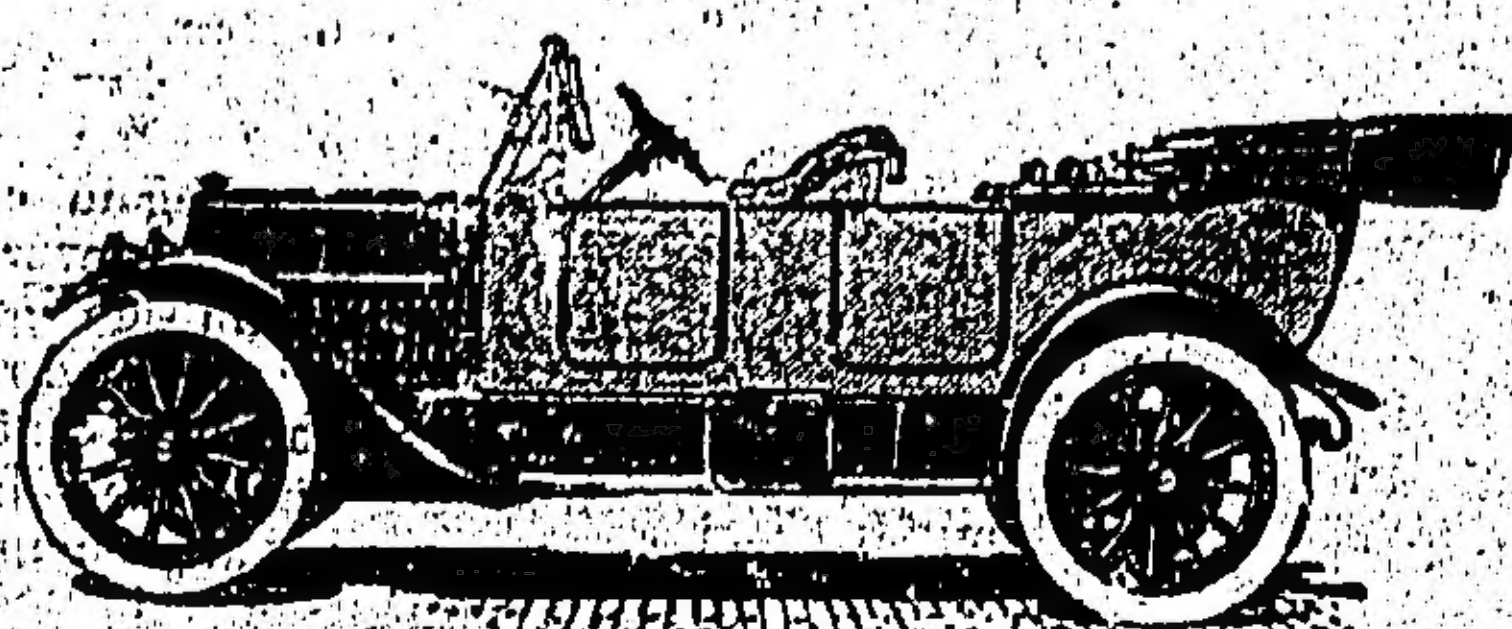
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GENERAL NEWS.

White Men and Black Women.
A notable case recently delivered in South Africa by the Bishop of Pretoria, to which the *Suffragette* calls attention:—
There is a need to establish in South Africa a greater sense of civility towards women," he said. "We want to create public opinion, too, on the subject of the relationship of white men to black women. In the Transvaal, and, unfortunately, in other parts of South Africa, there is really a greater white peril to-day than there is a black. When I come across cases where white men have taken black women to be their mistresses, and when I see the black blood of their male relatives boiling, I wonder whether the brother or father of such a woman may not be working in Johannesburg in close proximity to white women, with revenge in his heart."

The Kaiser's Sausages.
Here is the tale of the sausages as told by the *Times* Berlin correspondent:—
A fine of five marks (5s.) has been imposed by a Prussian Court upon a butcher who was convicted of employing his assistant on Sunday against the rules of the *Gewerbeordnung*. The butcher received early one Sunday morning an order from the cook in the Neues Palais for a large supply of sausages, which were to be dispatched at once to Potsdam. His assistant was bicycling to the station with the sausages when he was arrested by a policeman.

The butcher pleaded that the order was one which it was necessary in the public interest to carry out at once, and thereby came within the class of exceptional cases for which the *Gewerbeordnung* makes provision. The Court, however, decided that the fact that the Emperor had given the order did not affect the obligation to comply with the law. It added that in private law the Emperor had no special position, and it was the business of the Imperial cook to give his Sunday orders in good time.

Subsidence at Northwich.
Further subsidences occurred at Northwich, near Northwich, the other day. Although the cavities are a hundred yards from the roadway, the intervening land is honeycombed, and in the road itself, which is a main thoroughfare, fissures, some a foot wide and 10 ft. deep, were caused.

Mad Bull's Career.
A bull which was being driven to a slaughter-house at Tiverton, Devon, recently, went mad and rushed back into Fore-street. After knocking down a drover named Charles Phillips, the animal attacked an old man named Harry Drewe and tossed him into the air. The bull then dashed into Beck-square and made two wild rushes at a man named Govier, who escaped by flinging an iron gate on to its horns. It was captured in a builder's yard. Drewe was taken to hospital suffering from shock. He was smoking a pipe when attacked and lost several teeth.

£30,000 Band Pavilion.
A band pavilion to cost £30,000 on the Leas at Folkestone has been recommended by the Folkestone General Purposes Committee. Approaches to the pavilion will cost another £2,000.

Fishing Strike Threat.
The Grimsby fishing industry is threatened with a strike of engineers in the steam trawlers, of which there are 650 in the port, and at a special meeting recently the men decided to leave work on a given signal when certain preliminaries have been arranged. The men demand an increase of 3s. in wages in the Icelandic boats, where the first engineer now receives 47s. and the second 37s., and an increase of 1s. 6d. in the North Sea boats, where the wages are 46s. and 36s.

The Titanic's Engineers.
Sir Archibald Denny, president of the Institute of Marine Engineers, unveiled at Southampton a memorial to the engineers of the White Star liner *Titanic*, which foundered on her maiden voyage to America. The ceremony was attended by representatives of the port.

SHORT SERMON

A Meditation on the Twenty-third Psalm.

The idea of the "still waters" is not that of a still and stagnant pool, but waters that give stillness, waters that bring rest. The stillness and the rest are not in the waters, but in the soul that is gently led by the Shepherd to the life-giving stream. This arresting and beautiful image comes home to us all. After several months of exacting toil, weary, and jaded, we find ourselves one summer day, resting in a quiet meadow under the plentiful shade of great trees, the silence only broken by the music of a rippling brook. So ever are the baffled, the despairing, those wounded in life's conflict being led by faith and prayer to Him Who is "as rivers of water in a dry place, as the shadow of a great rock in a weary land."

And the result is a restored soul. He brings the soul back to gain to itself, to its true resting place; the wounds are healed, the leprous flesh becomes again as that of a little child, the whole life is recreated by tasting afresh of the powers of life. "My soul He bringeth back."

We cannot ever stay in the green pastures, and beside that live rest. We must be up and doing; before us there are mountain paths to be traversed, and dark gorges to be penetrated. He leadeth me in the paths of righteousness, "a better rendering would be "right tracks," and the meaning is not, paths where the righteous walk, but tracks which fulfil their purpose, which are not deceptive, which lead straight, and to the right goal. The traveller among the Dartmoor hills does not find it easy to strike the right path, many tracks promise well, they are clearly marked for a several hundred yards, and then fail; they lead nowhere.

God's honour is at stake in guiding us rightly. The path may be difficult, stony, uphill, but it is never crooked, it never fails; it may be narrow, but it leadeth to life.

No man who has sought, and followed the Divine leading, has ever failed to reach the goal. He has pledged His word to lead us rightly, and for His name's sake will do it. The right paths of God lead not only into the green pastures and beside the waters of rest, but also through the dark gloomy vale. We have no right to expect our way to be a pleasant one, free from pain and sorrow, because we have committed ourselves to the Divine leading. The saints of God have ever known the way of the wilderness, and amid the darknesses and the danger have had the clearest view of the beauty and tenderness of their Shepherd.

Some knowledge of the Syrian pastures would help us in understanding this verse. "Here and there in the desert," says G. A. Smith, "the ground is cleft to a deep ravine, which gapes in black contrast to the glare of the landscape, and by its sudden darkness blinds the men and sheep that enter it to the beasts of prey which have their lairs in the recesses." When the shepherd leads his sheep through the narrow and gloomy defiles, though wild beasts growl and rave, no harm can come to the flock. The shepherd is stronger than all the dark enemies of the valley, and with his rod he can brain the fiercest foe, and with his staff he can support himself, and gently guide the halting sheep. The valley means for us not only the "shadow feared of man," but all the dark, sorrowful, poignant passages of our life. The good shepherd trod this path. His way was narrow and precipitous. His enemies were bitter and unrelenting, and at the close of the day there was a great darkness, and yet He feared not, for He was not alone. And when we are plunged into a road where there is no ray of light, and where foes beset us behind and before, we need not fear, for there is One with us Who has already proved Himself more than conqueror. His rod and staff will cheer us, and give us an assurance of defence and guidance. God not only keeps us in safety while we are in the valley. He gives us a refiner and purifier of silver; this refining work can

often be better done in the darkness of sorrow and pain, than in the glare of the noonday. Most pilgrims emerge from the darkness with a new light in their faces, and a new secret in their souls.

Imagine a shepherd's tent in the wilderness, and the kindly shepherd standing at the entrance, looking out across the desert. In the distance he sees a man running, at his heels are his pursuers, the avengers of blood, the fugitive has done wrong, and if he is captured he will be put to death. If only he can reach the shepherd's tent he will be safe, for according to the law of the desert he can claim hospitality and protection for at least two days. The Psalmist represents himself as such a hunted fugitive; he reaches the tent in safety, and in the very presence of his enemies a table is prepared before him. No meagre welcome, and no stinted hospitality does he receive; he is treated in a royal way, for his head is anointed with oil, and his cup runneth over. Here is something even more intense than the dark valley, and yet the experience imagined is one to which we are no strangers.

O wretched men that we are who shall deliver us from this body of death? Our sorrow, however, can be turned into joy, for right at hand is the tent of the Good Shepherd. Here come those broken in life's conflict: it is a spacious tent, and no one is ever turned away. Some never could reach the tent of themselves; they stumble by the way, and lie bruised and helpless, and ready to die. Then comes the Good Shepherd, and rescues them from their foes, and gently carries them home. The table is richly laden for hungering souls, and the cup of salvation is full enough to bring a triumphant joy. The enemies are impotent as long as the Shepherd is with us, and when they see the joy and strength of them that put their strength in Him, even the bitterest of the foes sue for mercy, and are welcomed at the festival board.

But the fugitive could not make his abode in the shepherd's tent, it is only a brief sojourn. He can claim, then his journey must be resumed, and he will be exposed to the vengeance of his foes. Not so with the soul that takes refuge in the tent of Jehovah, for when he resumes his journey he shall not go unattended, but guarded by two angels. Goodness and mercy wait on him, pursue him all the days of his life. We know now that it is the Shepherd Himself Who is our companion in our pilgrimage, and that His kindness and mercy wait on us continually.

The last verse means more to us than it did for the Psalmist. After the walk through dark valleys, the flight to the shepherd's tent pursued by our foes, the journey in company with goodness and mercy, comes the eternal abode in the home of the Lord.

P. and O. Mantua Struck by Gigantic Waves.

The P. and O. steamship Mantua, which arrived in Bombay on April 3, had an experience which seldom falls to the lot of a vessel of so large a draft, 11,000 tons. Throughout her voyage down the English Channel, a tale of unwonted violence was blowing. At the point known to sailors as Obanell Obap, where the light is rounded, the Mantua was struck by a sea which is described by the Commander of the vessel, Captain Vibart, as the most violent which he has encountered in thirty years' experience. Often, the look-out man, a survivor of the Titanic disaster, who took the helm in Mrs. Astor's boat, and who had previously thrice suffered shipwreck, said he had never seen a sea remotely comparable to the one running off Obanell. Within a short space, the Mantua was struck in the fore-castle by a wave which inundated the Captain's cabin on the boat deck, smashing three scuppers, and breaking clean over the bridge, drenching the officers on duty.

If you have lost your appetite, one of the big variety of dainty dishes at the ALFAX-DRUG GATE is sure to tempt you.

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ROGATE, Austin Road, Kowloon; unfurnished.
No. 19, Shelley Street.
TO LET.—No. 5, Mountain View from 1st April 1914. Newly painted and colourwashed.
TO LET from 1st June 1914. 55 ELGIN TERRACE, newly painted and colourwashed.
No. 12 Beaconsfield Arcade, Shop.
No. 7 Mountain View.
No. 7 Stewart Terrace, Peak.
No. 20 Belliss Terrace, newly painted and colourwashed.

FOR SALE.

"GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.
Apply to
LINTSEAD & DAVIS,
3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [211]

TO LET unfurnished No. 4 Morrison Hill, containing 8 rooms with usual servants accommodation. For further particulars apply Property Office, JARDINE MATHESON & Co., Ltd.

TO LET.—Part of First Floor of No. 25, Des Voeux Road Central. Immediate Possession. Also Motor Boat for sale. Apply—DRAGON CYCLE Co.

TO LET.—From 1st July 1914. In Canton on Shamen Lot 55. The premises now in the occupation of the Bank of Taiwan Ltd. Apply to, DAVID SASSOON & Co. Ltd. Hongkong.

A doorway amidships was unhinged, while the piano floated in four feet of water across the promenade deck. Another wave reversed the steel wire binding the canal anchor, and put the well deck trans out of action. Thirty tons of water are said to have been pooped by the Mantua. A lady who left her cabin was washed off her legs and floated round to the port transrail, only the sudden lurch of vessel saving her life, as a few feet more and she would have been in the open sea. When recovered she was found unconscious with a fractured jaw-bone. According to the Ushant light-house, the waves breaking on that coast attained a height of fully sixty feet, and Captain Vibart was of opinion that the Mantua was struck by more than one wave of that height. He calculated the angle of the vessels on one occasion as 43 degrees, the traffrail being completely submerged. The normal pace of sixteen and a half knots was reduced to four during several hours. The behaviour of the vessel was excellent under severe conditions.

Ten Years Late.
Posted in Kettering-road, Northampton, on August 12, 1904, a postcard has just been delivered at a house in the town less than a mile away, fifteen months after the death of the woman to whom it was sent.

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PRICKLY HEAT POWDER.

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Large Bottle Cents 75.

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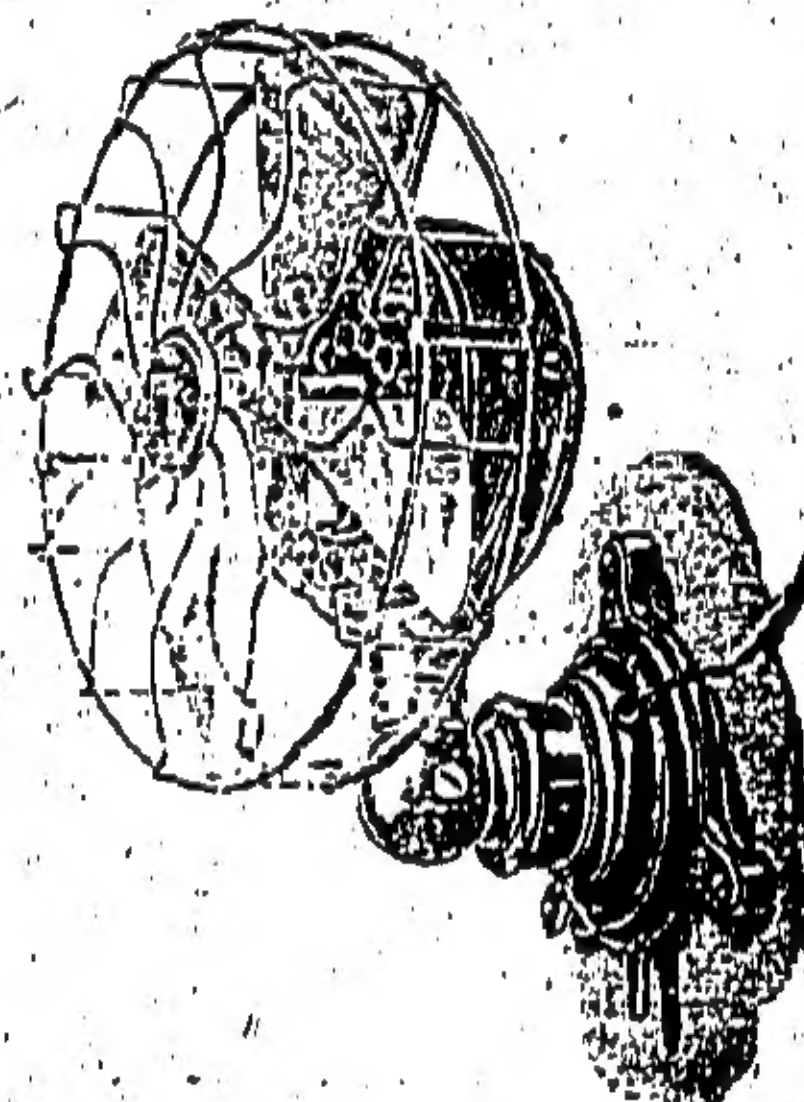
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FOR THE BATH, TOILET AND HOUSEHOLD. Used in the Bath, it promotes healthy action of the skin, counteracts all effects of perspiration, and is refreshing and invigorating. It is especially useful for cleaning Jewellery, Silver and Plated Ware, etc.

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A permanent, speedy and painless CURE for corns and blisters.

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The cheapest and best in the market. They give a free and lasting lather, and impart a soothing feeling to the skin. For delicate and sensitive skins they are unequalled.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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By Order,

"HONGKONG TELEGRAPH."

ACKNOWLEDGMENT.

The Family of the late Mrs. G. R. Lammert thank their friends most heartily for the kind sympathy extended to them in their bereavement and for the floral contributions sent.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, SATURDAY, MAY 30, 1914.

EASTERN OLYMPIC GAMES.

A special article in the *Telegraph* the other evening dealt with the growing love of sport amongst Chinese. Occasion may be taken here to remark the progress being made with the Olympic Games proposed to be held in Shanghai during October next. These games, it is hardly necessary to remark, have been arranged for the Eastern nations, China, Japan, the Philippine Islands, and Siam. The Shanghai Municipal Council has granted the use of the Hongkew Recreation grounds, and during the week from October 3 to October 10 that ground should be the scene of some spirited contests. The athletics will comprise two championship meets in all track and field athletics, swimming, baseball, football, basketball, and volleyball, cycling, tennis, and a modified marathon race of 10 miles.

The first of the competitions will be between China, Japan, the Philippine Islands and Siam. The second will be an international meeting open to all, and this meeting is intended to give an opportunity for Europeans and Americans to compete against the best of the Eastern nations. It is good for China that, when she stands on the threshold of a new era, she should have the privilege of entertaining the sportsmen of other nationalities and of competing with them on her own territory. Not for five years at least will she again have the same opportunity, and it is evident that she is of a mind to seize it with both hands. A strong and influential committee is in charge of the arrangements, with Dr. Wu Ting-fang as chairman and including in its members Sir Kai Hock-ai. The movement has been made a national event. President Yuan Shih-kai has contributed \$3,000 and a trophy for the best all-round athlete. The Cabinet Ministers have given \$2,000 and two more trophies, and the games have thus been officially endorsed in the most practical possible manner.

In a letter sent recently to the Chairman of the Shanghai Municipal Council the committee impressed on him that it desired that these games should be a great object lesson in physical education. With that in mind they are seeking to have a very high standard of competition throughout the games. They are arranging, moreover, for an exhibition of Boy Scout work, and a demonstration by young women of the physical culture being taught in schools and colleges for the women of China. Take it all in all, the committee is going about the work of promoting these games with a proper sense of the responsibility resting on the shoulders of its members. Except these Olympic Games have a real and lasting educational value they may as well not be held, but with a committee in charge so alert and active and far-seeing there seems strong hope that China will profit greatly by the lessons learned at the coming games.

The Empress Disaster.

The messages which have come through regarding the disaster to the Empress of Ireland are a fine example of the difficulty of getting authentic information in a case of this kind. First reports stated that she had been sunk in collision with an iceberg. When the early news of the mishap came through, men's minds, no doubt, leapt back to the Titanic disaster and to icebergs. Later, it became known that the collision was with a collier which had run her down and sunk her very quickly. At the moment of writing it is impossible to tell how many passengers have been saved. The reports are of the most conflicting kind. One message puts the death toll at a thousand, but if her complement of passengers on this trip was only twelve hundred, a thousand death toll would be appalling in itself and a terribly disproportionate.

How Many Deaths?

Another message puts the death toll at six hundred, a third ventures the statement that all the passengers have been saved, and another message, described as official, states that only four hundred of the twelve have been saved. Remembering the conflicting estimates which attended the Titanic disaster, however, it is better to take all estimates with caution. A little time and we shall know, all too certainly, how many people have found what Swinburne in his apocalyptic sea poem described as: "Those pure-cold, populous graves of thine." Wrought without hand, in a world without pain.

The Heroic Engineers.

Mounting it is safe to assume that some, at least, of the engineers have gone down with the vessel. That never fails to happen when a steamer is sunk. Only the other day a memorial was unveiled to the engineers of the Titanic, and that could always be done after a big disaster. Speaking generally, these men could escape if they wished. That is to say, their chances of escape are equal to those of most people, but ships' engineers are mostly a hopeful people and when a collision does take place they get busy. If they can only get this or that or the other thing done quickly they can save the ship yet. That is the way of engineers; when a great moment comes they are ready; they are willing to fight death with naked hands. And, if the truth must be told, their heroic fight is seldom thought of save by a few.

The Dragon Boat Festival.

With all the changes which have been and are taking place in China it is good to feel that the Dragon Boat Festival is still kept up in time-honoured fashion. As is true with many an old custom in the West, its character has changed somewhat, and in the midst of ages it has lost some of its significance. But all the same, it still retains many quaint and picturesque features, of which the most interesting is, of course, the test of our manhood between the crews of the dragon boats drawn from various fishing fleets. Yesterday's races at Aberdeen were, indeed, on a larger scale than ever before, and those who took advantage of the opportunity of witnessing the stirring contests were well rewarded in what they saw. The rivalry was as keen as it could well be, and though those in charge of the arrangements had to keep a sharp eye on the boats at the starting-point, and there was some little feeling shown by one of the crews at the final decision, on the whole the events were fought out in a really sporting spirit. We hope it will be many a long day before these contests of skill become a thing of the past.

Unit for Publication.

This is the announcement printed at the head of the news column of the local paper of Kiddlehow, a town near Berlin, last month. "We regret that we are unfortunately not able to publish the proceedings of last night's meeting of the Town Council. The tone of the discussion which took place was such that, in the interest of the Council itself, it were better that no account of the proceedings should be published."

DAY BY DAY.

LET US TRY TO MAKE OUR LIVES LIKE SONGS, BRAVE, CHEERFUL, TENDER, AND TRUE, THAT SHALL SING THEMSELVES INTO OTHER LIVES, AND SO HELP TO LIGHTEN BURDENS AND CARES.—Anon.

The Weather.
Lower level 8 a.m. Temp 83; sunshine.
At the Peak 8 a.m. Temp 76; sunshine.

The Mails.
Siberian Mail.—Due per s.s. Liangchow to-day.
Siberian Mail.—Closed per s.s. Altair—at 11 a.m. to-day.
Siberian Mail.—Closes per s.s. E. F. Ferdinand at 5 p.m. to-day.

Langkat Output.
Messrs. Wright and Hornby inform us that yesterday's Langkat output was 350 tons.

Miss Kelly Leaves.
Miss Kelly, daughter of H.E. Major General Kelly, left yesterday for Australia on the s.s. Empire.

Larceny by Bailee Charge.
A Chinese employed at the Cotton Mills was charged at the Police Court, this morning, with the larceny by bailee of \$15.12, which should have been paid to six boys of whom he had charge. He was remanded until Tuesday.

No Option.
At the Police Court, this morning, a woman was charged with being in possession of 95 tael of opium other than Government opium, valued at \$780. Revenue Officer Wilden prosecuted. A sentence of six months' imprisonment without the option of a fine was passed.

Special Choral Mass.
At St. Joseph's Church tomorrow at ten o'clock, there will be a special Choral Mass (Mottoli) in which the soloists will be Miss Ross, Mrs. Charlton and Mr. Lyth. The service is one of the most impressive and always appeals strongly to those musically inclined of all denominations. Mr. F. Braga is the organist and choirmaster.

THE "TELEGRAPH'S" ACROSTIC.

PILLARS

It turns our thoughts to happy banks.—
For this relief a thousand thanks.

BARS

- 1.—The name calls to mind a Victorian bay,
Which to some suggests a turtle—alas, who can say?
- 2.—This old-fashioned clamour has lately been heard
In a plaint that begins with this curious word.
- 3.—His spear brooks no deceit—the devil's goad.
(Eve did not recognize the horrid toad.)
- 4.—A mighty Christian warrior—'women's love' his failing.
Italian fashion: slew the pagan; Christian nursed him ailing.
- 5.—A queer little fellow who tucks his way
From gutter to gallery—guess who may.
- 6.—A truthful lady, whose wanderings lag on,
Until St. George has slain the dragon.
- 7.—So this is Ambrose. One would hardly know it.
Philip's same fashion—there's the baby's poet.

[Answer on Monday.]

SET A WATCH.

A Charge of Breaking and Entering.

Two Chinese were charged at the Police Court to-day with breaking and entering the godown of Messrs. Sander Weiler, at Wan-chai, and stealing dyeing powder valued at \$150.

Mr. Dixon, of Messrs. Wilkinson and Grist, appeared to prosecute and asked for an adjournment.

Inspector McHardy said the complainant had missed \$400 worth of stuff and set a watch for the culprit.

The case was fixed for Thursday bail in \$400 being allowed.

1889.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the Week Ending May 30, 1889.)

The Chinese "Boy."

May 25.—The trials of Servant-girlism at home are far out-rivalled by the insolence, the laziness, and filthiness of the "boy" here. He is supposed by the few Exeter Hall individuals who know anything at all about him, to be a weak-minded, placid, moon-faced sort of Oriental, with no idea except of working three-quarters of every twenty-four hours. As a matter of fact he is generally dirty, often insolent, frequently dishonest, and always lazy and overfed. In Singapore the boys struck work early last year, and here also they have an organization which will enable them to do so, if they deem it necessary in the interests of their class. To leave generalities about domestic servants, however, and deal with the attitude of Chinese employees generally towards European employers, what do we find? That they have all the faults of British workmen, except drunkenness, whilst they are infinitely more lazy. They are most exasperatingly dogged in their laziness—that is the worst of it.

Volunteer Movement.

May 20.—At the meeting convened by the Governor on Thursday to consider the possibility of raising a corps of Rifle Volunteers nothing definite was arranged, but the general feeling was that it could be done, the best way being to form "long" corps out of the banks and big firms as a nucleus.

May 28.—We have invariably supported all measures tending to raise the defensive efficiency of this Colony to the height of its present requirements; we have advocated the formation of a Volunteer Corps on an extensive basis, and have even hinted at the advisability of enrolling a body of 10,000 Chinese in the Colony, and placing them under the European discipline and supervision, in more or less the same way as our Indian army has been organized. But confining ourselves to the Volunteer Rifle Corps which it is now proposed to organize, we think there are sufficient elements in the Colony from which to raise such a body of men. Assuming that it is intended to form an exclusively national Corps, we have in the first place the vast number of British residents, employers and employees of all classes, the clerical, the legal professions, the industrial and the mechanical; a contingent could even be secured from the unemployed sailors by paying them reasonable wages. A body of about 800 men could be easily got together from these elements, allowances being made for extreme youth and old age. The Hindoos and Parsees who live among us, and are almost without exception British subjects, or living under British rule, should next be invited to join the ranks, and they could easily furnish a contingent of a couple of hundred men. Next come the Portuguese who live and flourish in this colony in vast numbers, and almost monopolies all the clerical employments in the settlement. A broad distinction must, however, be drawn here: Of the 2,000 Portuguese who reside in Hongkong, most are Macao born gentlemen, who feel it derogatory to their dignity to owe allegiance to, or to shoulder a musket for any other sovereign but His Most Faithful Majesty, King Luiz of Portugal. The Hongkong-born Portuguese who are *ipsos facto* British subjects are the only elements available for the proposed Volunteer organization. They may number about 200 able-bodied young men, allowance being of course made for premature cripples and for boys *mulatto* *generis*. We have thus about a minimum of 1,200 men available for the formation of a regiment of Volunteer Riflemen, who if properly drilled, armed, accoutred and disciplined, would be of an incalculable use for either defence or attack in case of emergency.

A Cryptic Sign.

May 20. Another bit of English as she is spoken. "Rain

is on the sign-board of a Chinese cigar merchant's shop in Bonham Strand West—"Co-caco, dealer in all kinds of cigars, made with a superior goal, and the leaves of this trade-mark was prized by the King of Spain, which cannot be forgot by others."

Terrible Rainstorm.

May 29.—In this issue is a lengthy account of a disastrous rainstorm which occurred on the previous day. It states that the rainfall between 7 a.m. and 10.20 a.m. was 5.2 inches, and between 10.20 a.m. and 12.20 a.m. 6.4 inches, or 11.6 inches in all—over two inches an hour! The news of damage began to come into town. About eleven o'clock the great drain which runs down Peel Street, under the Praya, and receives the floods of two large gathering sewers, became congested, and lifted up the crown for some yards, throwing the great blocks of stone aside as though they were straws, just as it did in the storm last year. In Pedder Street, between the Clock Tower and the Post Office, the water heaved up the roadway for many yards, the huge drain showing like a swift brook, and flooding the roadway.

"At the Peak, near Mr. Hughes' house, eight men were killed by the lightning about noon. They were lying in a matched, four in the top room and the others below, and the lightning entered the roof, penetrated the floor, and killed everyone of them without leaving the least external mark."

Building Company Meeting.

May 28.—An extraordinary meeting of the shareholders of this Company was held at the offices, over the Hongkong Dispensary. Mr. J. D. Humphreys, president, and Messrs. Humphreys, Mancell, Hagen, Captain Clement and Mr. Talbot (Secretary) were present. The following resolution, passed at the last meeting, was confirmed:—That the Share Capital of the Company be increased to \$100,000 by the issue of 807 New Shares of \$100 each, and that such New Shares be offered in the first instance, on terms to be determined by the General Manager, to all the Members on the Register on the 14th day after the Meeting. That concluded the business.

1889.

SHARE REPORT.

The quotations which follow are from the "Hongkong Telegraph" for May 30, 1889.

Hongkong and Shanghai Bank.—174 per cent, premium, sales and sellers.

Union Insurance Society of Canton.—\$100 per share, sellers.

China Traders Insurance Company.—\$80 per share, sellers.

North China Insurance.—11s. 3d. per share, ex div. buyers.

Canton Insurance Company, Ltd.—\$132 per share, buyers.

Yangtze Insurance Association.—11s. 10d. per share.

Chinese Insurance Company.—\$160 per share, sellers.

Hongkong Fire Insurance Company.—\$302 per share, sellers.

China Fire Insurance Company.—\$88 per share, sellers.

Hongkong and Whampoa Dock Company.—89 per cent, premium, buyers.

Hongkong, Canton and Macao Steamboat Company.—\$271 per share, sellers.

China and Manila Steamship Company.—\$145 per share, sellers.

Hongkong Gas Company.—\$135 per share, sellers.

Hongkong Hotel Company.—\$225 per share, sales and buyers.

Indo-China S.N. Company.—par, sellers.

Douglas Steamship Company.—\$85 per share, sellers.

China Sugar Refining Company, Ltd.—\$228 per share, sellers.

Luzon Sugar Refining Company, Ltd.—\$134 per share, buyers.

Hongkong Ice Company.—\$127 per share, buyers.

Hongkong Rope Manufacturing Company, Ltd.—\$180 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—\$191 per share, sellers.

Hongkong Dairy Farm Co.—\$14 per share, buyers.

THE TAI ON PIRACY.

Another Man Arrested in Macao.

The authorities at Macao have effected another arrest in connection with the Tai On piracy, the name of the man being Leung Shi-chong. At the Police Court this morning, the newly arrested man and the three remanded from last week appeared together.

Mr. P. M. Hodgson, Crown Solicitor, appeared for the prosecution and Mr. Dixon, of Messrs. Wilkinson and Grist, appeared for Lo Ng.

Mr. Hodgson said the fourth prisoner had been extradited from Macao yesterday, and he had not seen him yet, so he could not say if all four could be charged together. He could not go on next week as the only available days were taken up with the Childers piracy case, and two other days were holidays. He suggested that his Worship should formally remand all four prisoners until Saturday next and then fix a date for the hearing of the case.

Mr. Dixon said he had no objection to this course being taken. His Worship thereupon remanded the prisoners until Saturday morning next.

CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph"]

Blake Pier Regulations.

[To the Editor of the "Hongkong Telegraph"]

Sir,—On Wednesday night after dinner a friend and myself, feeling the atmosphere very oppressive, decided to walk down to the end of Blake Pier for a breath of fresh air, if such were possible to be had. At the far end we found a double sided seat, over forty feet in length, on which two Chinese ladies were seated, as was also a Portuguese gentleman. We sat down for a much needed rest after a day of considerable physical exertion, and felt at peace with all men. Presently the European constable on duty at the end of the Wharf came along and informed us that we were not allowed to sit there as the whole of the seat was reserved specially for ladies and children. At the same time he made the same announcement to the Portuguese gentleman.

We went along to the notice board and read the regulations. One of these was to the effect that no person was allowed to sit or stand upon the guard rail. We observed that not only the constable, but several Chinese were standing very much at ease with one foot on the lower rail, and we considered it our duty as good citizens to inform the constable of the fact that he, too was breaking the regulations. He appeared surprised and replied, "Oh, is that so." At the same time he took his foot off the rail.

We then walked along to the shore end of the wharf, and found a Chinese gentleman without either shoes or stockings on and with his feet on the seat. Here was another regulation in process of being broken. A little later a Chinese lady and gentleman went down to the seat at the far end of the Wharf and sat down. They were not interfered with and we wondered whether if we had been accompanied by a lady we would have been permitted to sit there in peace.

Does it not appear to all reasonable people that these regulations regarding seats for ladies and children, should apply only when gentlemen are occupying seats to the exclusion of ladies and children, particularly at night, when most children are abed? I admit that the constable was only carrying out his instructions, but he carried them out to the letter only in his immediate vicinity. The other end of the Wharf was left to take care of itself.

I think it only reasonable to suggest that gentlemen should be allowed the use of seats so long as they were not debarring ladies and children from using them. I would suggest further that the constable should be given instructions to that effect by the proper authority.

Yours etc.,
EXILE FROM HOME,
Hongkong, May 29, 1914

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY MAY, 30 1914

SHORT STORY. A DETECTIVE BURNS CASE.

BY HARVEY J. O. HIGGINS

[This is not the first of Detective Burns' cases we have given from MacLure's. The names, of course, have been changed, and the characters cannot be recognised, but the story is true in the main and a fine example of a great detective's methods.]

The superintendent of the mint—whose name was Fleischman, let us say—had come to the Secret Service office, in the Federal Building, in a pale perspiration of heat and worry. "Billy," he said to the operative in charge, whose name was William J. Burns, "some one's been stealing our precipitate of silver and selling it to the Cooley Smelting and Reduction Company. And there's not a man in that room I don't trust. Not one. Not one that I haven't had absolute confidence in."

"Oh, well," Burns said, "absolute confidence is all right, but—"

"No; I mean it," Fleischman protested. "I'd trust those boys further—if they're stealing, I can't trust any one. I can't trust my own wife."

"Perhaps the stuff doesn't come from the mint, then." "There are only three places in the country that it could come from: one is in Red Bank, New Jersey; another is the Cooley Company's own works; and the last is our mint. The Cooley people have had it analyzed. They've sent me word that it's ours: the chemical analysis shows it. And it makes me sick to think of it. If I can't trust those boys—"

Burns put on his hat. "Where did the Cooley Company get it?"

"From a metal dealer here. He's supposed to have had it shipped to him from Idaho, where the people that made it couldn't get their price for it. That's a stall of some sort. There's no such precipitate produced in Idaho. And the firm in Red Bank has investigated, and they report that it isn't theirs; it must be ours."

Now, in a previous investigation of a mint robbery Burns had had some dealings with the Cooley Company; and he had not found all the company's officials so scrupulous in their business morality that they had remained above suspicion in his thought of them. More than that, the Cooley Company had been robbed of some hundred thousand dollars' worth of gold bars by an employee, a few years earlier; and Burns had watched with interest the discovery and prosecution of the thief. These things had marked the Cooley Company's works and offices, for him, with a scent of malefaction.

He found the president of the smelting company in his office, busy at his table-desk. Imagine him a solid, double-shouldered, grey man with an important manner. Suppose his name to be Richard O. F. Callingham. Picture him reading typewritten letters and signing them with a big, ebony-handled stub-pen, writing his despatch and robust signatures with ponderous care.

He had no affection for William J. Burns, Secret Service operative in the investigation of the previous mint robbery. Burns had been impudently curious about the business relations between the Cooley Company and an official of the mint

who was suspected of the theft. Burns had asked embarrassing questions about the sale of blue-stones to the Cooley Company by the suspected official. He had insisted upon seeing the details of an account between the Cooley Company and the mint in the matter of an exchange of lead for lead that was impregnated with precious metal. He had made himself "unpopular" with President Richard O. F. Callingham.

Callingham said, "How d'you do," busily, in response to Burns' greeting, without looking up from his papers and without asking the detective to sit down.

Burns seated himself. "Mr. Callingham," he began, "Mr. Fleischman, the superintendent of the mint, has been telling me of a silver precipitate that has been brought to you—"

"We've given all the facts to Mr. Fleischman," Callingham cut him short.

"It would be no trouble, I suppose, to repeat them to me."

"I don't see the use of it."

"Mr. Fleischman has asked me to investigate. He doesn't remember all the details, and there may be something that you've overlooked. Who received this precipitate when it was brought here?"

"Mr. Cheney."

"I'd like to see him."

"There's no use bothering him. We've told you all we know."

"I have been asked to investigate," Burns explained, "and this is the only way I know of doing it. If I can't get my information, I'll have to drop the case."

Callingham blotted his signature. "I can't help that," he said, taking up another letter.

And here Burns began his slight-of-hand. (He calls it, professionally, "fencing.") Perhaps, he said, "it would interest you to know that the precipitate was not stolen from the mint."

Callingham shook his head. "That's for Mr. Fleischman to decide."

"No," Burns said; "it's for you."

Callingham looked up, over his glasses. "That's impossible. We've had four detectives guarding our works," Burns tells this story privately, as a good joke on the operatives of this particular detective agency—which may be known here as the Nick Carter Sleuthing Company.

"I don't know anything about your detectives," he replied confidently; "but I know it's your precipitate of silver. And I'm not interested in the fact—except that I've got to prove it to the government in order to prove that it didn't come from the mint."

Callingham laid down his pen. "Would you mind telling me how you know it?"

"Yes," Burns said, "I do mind. That's a confidential matter which I'm not in a position to divulge—yet."

"Well, Mr. Burns," Callingham hastened to say, "I know you're not a man to claim that you know a thing unless you're sure of it. I don't like to contradict you, but—"

"It doesn't matter to me whether you contradict me or not," Burns assured him. "It's your silver, and I'll prove it."

Callingham took off his glasses, shaken and rather tremulously alarmed. The previous theft of gold bars had made a scandal that had not yet been forgotten.

The business credit of the company had been impaired. The president's reputation as an executive officer had been blown upon. The name of R. O. F. Callingham—no matter with what a flourish it might be signed—would be the name of an absurd gull if it was found that his company had now been receiving—and smelting cheerfully—a silver precipitate that had been stolen from its own works. And they had handled several thousand dollars' worth of the stuff.

"Mr. Burns," he said, "I can't believe it, but—What is it you want to know?"

"Where are the samples that you tested?"

Callingham reddened to the roots of his grey hair. He had no right to take samples of a silver precipitate that had been brought to him for smelting, and if he had kept the samples it was a theft. He said: "Of course we gave them back to the man."

"When did he bring them here?"

"If you'll just come in and talk to Mr. Cheney," Callingham said meekly, "he'll tell you all about it."

They went in. They talked to Cheney. And Burns learned what he wished to know—which was the name of the metal dealer who had brought in the silver, the amount that he had brought, and the dates on which he had brought it.

It was Burns' business, of course, to know all the metal dealers in the district, for professional reasons, as a man whose chief concern in the world was the protection of the currency.

He had an intimate acquaintance with the dealer who had been handling the stolen silver, and he did not doubt that the dealer would tell where he had obtained it. When the government Secret Service asks questions, the wise citizen tries to be frank.

Burns left the offices of the Cooley Company and crossed the street to the entrance of the Mining Exchange Building; he waited there until he saw President R. O. F. Callingham come out to get luncheon; and then he returned composedly to the smelting company's offices. He had decided that if the samples of stolen silver were still preserved, they would be at the company's works in the neighbouring town of Cooley. He went to the young man who had been left in charge of the office, and asked him: "Did those samples come yet?"

"What samples?"

"Mr. Callingham sent out to the works for some samples of silver precipitate."

"They haven't come."

"Would you mind telephoning again?"

"Sure thing," the clerk said. He called up the company's works on the telephone and asked: "Have you sent in those samples of silver precipitate for Mr. Callingham?" He turned to Burns, with the receiver at his ear, to inquire; "What samples were they?"

"Samples of a silver precipitate that was stolen from the mint."

The clerk repeated that explanation to the man at the works.

"All right," he hung up the receiver. "They'll start them in right away, Mr. Burns," he promised.

"How long will it take them to get here?"

"About an hour."

Burns said, "Thanks," with a matter-of-fact indifference, and went out to his luncheon, easy in his mind.

He was back on his post, at the entrance of the Mining Exchange, in time to see Callingham return; and after a sufficient interval he rejoined Callingham in his office, on pretence of asking him about the inquiries that had been made in Red Bank, New Jersey, concerning the precipitate of silver. Callingham was worried, but polite. Burns led the conversation around to a discussion

of the notorious theft of gold bars from the Cooley Company, and he remarked admiringly upon the fact that an official of the company had obtained a confession from the thief after the Nick Carter Company's sleuths had failed to get a lot of evidence against him. This sort of talk did not make Callingham look any happier. It was not designed to.

They were interrupted by the arrival of a messenger from the works, with his leather bag over his shoulder. He said: "There's the samples you wanted," as he took them out and laid them on the table-desk. Burns nodded. When the messenger had withdrawn, he explained casually to Callingham, without looking at him: "They had those samples of silver precipitate out at the works still; they sent them in."

"Oh, did they?" Callingham's voice was flat, and there was the sound of an awkward blush in it. The samples contained about fifty dollars' worth of silver.

Burns put them in his pocket. "Mr. Fleischman wants to have them tested again. I'll let you know when I get your man."

"Thanks," Callingham stammered dubiously; "I wish you would. I've telephoned to our superintendent. He doesn't believe it can be our material. I'd like you to have a talk with him."

"There isn't any talking that I can do yet," Burns replied. "But I know it's your stuff. Good-by."

He went to turn the samples over to the superintendent of the mint for analysis, and then he posted off to see the metal dealer from whom they had come. That canny gentleman did not attempt to put Burns off with any story of shipments from Idaho. He admitted that the silver had been brought to him by a pawnbroker, whose name and address he gave.

And in fifteen minutes Burns was in the pawnshop.

The community in which he was making this investigation was notorious, at the time, for its political corruption. There was then in control of the city a political boss who sold the privilege of lawlessness to the criminal, to the vicious, to the predatory franchise-grabber, to the malefactor of wealth, and to every other enemy of society who could pay for protection. Burns' pawnbroker was related, by marriage, to this political boss. The small thieves, paying tribute to the police, dealt with the pawnbroker as with a sort of official "fence"; and if Burns had been a local detective, inquiring there for the trail of loot, the pawnbroker would probably have laughed at him.

But the Secret Service represented the federal power, an alien—almost an imperial—authority beyond the reach of native corruption. The pawnbroker had no wish to involve himself in a federal prosecution. He received Burns with a fawning cordiality, smiling, pop-eyed, and eager to assist Mr. Burns in getting any information that "Mr. Burns" might have need of.

He had been receiving the silver precipitate, he said, from a stranger who usually brought it to the pawnshop on a Saturday night, accepted a small advance on its value, and returned on the following Saturday to get the rest of his money—after the pawnbroker had disposed of the metal to the dealer who had been having it smelted by the Cooley Company.

Burns asked: "When is he due here again?"

The pawnbroker consulted his records. It appeared, from them, that the man ought to arrive on the following Saturday.

"All right," Burns said; "I'll be here, from now on, to watch for him. I have a man outside shadowing the place. I'll sit inside and have a look at your customer when he comes. You go ahead and buy the stuff, and

give him whatever advance he asks on it.

"Yes, Mr. Burns."

Burns did not use any finesse with the pawnbroker, or the metal dealer, and he did not take any precautions to prevent either one from betraying him—though they did not know that. He was aware that both had a wholesome respect for the government's detectives, and he was confident that both would be eager to assist the investigation in order to clear themselves of suspicion.

He spent the remainder of the week in the pawnshop, waiting patiently, talking the gossip of local politics, and acquiring expert information of the "inside" variety about the personnel and the methods of the gang that governed the community. Some of that information subsequently assisted him in putting their leader in the States penitentiary.

On Saturday night the expected customer arrived with a valise in which he had six hundred and fifty dollars' worth of silver precipitate. He did not notice Burns, who went outside—as soon as he was sure that was in the valise—and joined the operative who had been shadowing the shop. Together they followed their "subject" when he came out; and trailed him to a dry-goods shop, where he was joined by a woman; and went with the pair to a vaudeville theatre; and then watched all night outside a rooming-house, where the couple spent the night.

At ten o'clock next morning, Sunday, they were all out on the street again. They dined in the same restaurant, and walked around till two, and enjoyed another vaudeville entertainment till five. The five-fifteen train took them to Cooley, where the man and the woman separated. Burns trailed the man home. His assistant followed the woman.

That night Burns reported to the superintendent of the mint that he had located the employee of the Cooley Company who had been stealing precipitate of silver.

"Well," Fleischman said, "I'm satisfied from the chemical analysis that the stuff's not ours. But I'm free to say that it's hard to tell. They were probably satisfied that it was ours, and acted in good faith."

"No doubt," Burns replied; "but let me have the pleasure of breaking the glad news to Callingham. I owe him some return for the eager way he didn't help me when he thought it was silver from the mint."

When he appeared, next morning, in Callingham's office, the president rose to shake hands with him cordially. "I've got your man," Burns said. "His name is William Champion."

Callingham pressed a button. "Bring me the pay-roll," he ordered the clerk, and his voice was thick. He took the sheets with an agitated hand and glanced over them in apprehension. "He's here," he said; "and in that room, too!"

He has sold about three thousand dollars' worth of silver precipitate to date," Burns reported cheerfully, "and he has six hundred and fifty dollars' worth more in the pawnshop."

"What pawnshop?"

Burns told the whole story, from the time he had left the president's office with the samples until he had trailed Champion to his home.

"Let me call our superintendent," Callingham said, "and the local superintendent of the detective agency. I want you to talk to them."

"I don't mind talking to them; but I can tell you now," Burns predicted, "that the detective won't take any advice from me."

He sent out his summons for the two men.

"Mr. Burns," Callingham inquired, "would you mind telling me, now, how you know that it was our precipitate when you first came in here?"

"Yes," Burns answered; "that matter is confidential with the government."

"Oh!" Callingham thought it over. "Then," he asked, "tell me who told you that those samples were still at the works. I was certainly given to understand that they had been returned."

"That, too," Burns replied gravely, "I'm not in a position to divulge."

Callingham cleared his throat. "I've forgotten to ask you what is your charge for your work on this case?"

"You can't pay me a cent," Burns answered. "I'm paid by the government."

"Then," Callingham plunged, "what do you think we ought to do next?"

"Well," Burns cautioned him, "you want to be careful. If you arrest that man on insufficient evidence, and his lawyer learns that your own chemist originally reported that the silver came from the mint, Champion will stand a good chance in a suit for damages against you."

"That's true," Callingham agreed. "There was a case like that in Idaho!"

The superintendent of the Cooley works arrived—followed, in a moment, by the local superintendent of the Nick Carter sleuths. The latter was a large, impressive, dark man. He greeted Burns with professional reserve and heard the story of the theft with placidity. When he was asked, at last, what he proposed to do in the case, he replied: "We'll take it up at once. We'll not bother Mr. Burns any further. There's no necessity—no necessity at all. We'll take care of it."

"Just what will you do?" Burns inquired.

"Why, we're going to finish up the investigation. We'll take care of it."

"But what action are you going to take?" Burns prodded him. "What's your next move?"

"To arrest Champion."

"Right away?"

"Yes. There's the evidence against him. Plenty of it. Perfect."

Burns looked at Callingham.

"Mr. Burns," Callingham broke out, "I'm responsible for whatever is done in this investigation, and our company will have to pay the damages if we arrest Champion and fail to convict him. Never mind this man. Tell us what we ought to do."

"Well, in the first place," Burns said, "Champion steals this stuff when you have your clean-up. He takes it out of the works either in his pail or in his pocket. Let him go ahead. Let him go back to it. Don't do anything different from what you have been doing right along. Immediately after the next clean-up, search his bucket without his knowing it. If the stuff isn't there, have two men lying in wait for him under the railroad bridge on his way home. They can accuse him of stealing a pocket-book, and search him for it. If he hasn't anything on him, he'll not know what you're after. If you find any on him, search his house—"

"Without a warrant!" the detective cut in.

"If you find stolen goods on him, you don't need a search-warrant. Go get a constable."

"The government may do that sort of thing—"

"All right," Burns said; "go ahead your own way."

Burns left town, for a week, on another case. While he was away, he read in the newspapers of the arrest of William Champion, of Cooley, for stealing silver from the smelting company; and the despatches spoke admiringly of the "clever work" done on the case by the Nick Carter Company's sleuths. But when Burns returned to town he found that Callingham had been sending frantic messages to the Secret Service office for him, and when

he saw Callingham, the distracted president explained:

"After you left, that idiot didn't wait to do anything you had advised. He went straight to the District Attorney's office to get a search warrant for Champion. The District Attorney's stenographer knows the Champions. She telephoned Mrs. Champion that a Nick Carter detective had been in the office, getting a warrant for Champion for stealing precipitate of silver. And when the detectives got to the house, they found Champion sick in bed—with fright—and not a trace of the stolen silver to be found anywhere. They haven't a speck of evidence but what you got yourself. What are we to do?"

"Employ some detective," Burns advised, "to go over the ground that I went over. Have him show this evidence to Champion's lawyer. Then tell him that you want to save the expense of a trial, and, if Champion will plead guilty, he'll be given only a jail sentence."

"And that's what was done," Burns concludes. "Champion got thirty days in jail for stealing three thousand dollars, and they recovered the six hundred and fifty dollars' worth of stuff that I had traced to the pawnshop."

THE CHINESE SALT TAX.

Services of Sir Richard Dane Recognized.

Peking, April 30.

The Salt Administration has handed over 2,700,000 taels to the Chinese Government out of collections accumulated by the foreign banks. A sum of \$10,000,000 has been retained as being sufficient to meet all charges upon revenues of the Gabelle for a considerable period ahead. Provided that collections continue to be maintained at the present figure further surpluses will soon be available for the Government. Upon the existence of such surpluses, of course, will depend the prospects of the loan now under consideration by the Five-Power Group.

The Chinese are to be congratulated on the satisfactory revenue proceeding from the Salt Administration. Although pressure by the foreign Legations and the valuable work of Sir Richard Dane, the Administrator of the Gabelle, are mainly responsible, it is recognized that the loyal cooperation of the Chinese themselves, at many points, has largely contributed to the result. The payment of the present surplus, which is the first fruit of the reorganization under expert foreign advice, should encourage the Chinese to give the fullest trial to the reforms proposed by Sir Richard Dane. Nothing will go further to rehabilitate Chinese credit than evidence that the revenues of the country are susceptible to expansion under efficient direction.

While noting the improvement in the salt situation it is necessary to remember that the most sanguine estimates of the collections for the present year are still far short of the revenue as originally stated by the Chinese. The full revenue can only be available when the Government has complete mastery throughout the country and when the provincial financial system has been revolutionized. Nor must it be forgotten that the flow of revenue must entirely depend upon the continuance of tranquillity.

It is understood that the Government is making a substantial addition to the emoluments of Sir Richard Dane and that his services will be recognized in a presidential order to be published forthwith.—Times Correspondent.

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AGENTS.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY MAY, 30 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]
EMPEROR DISASTER.

HONGKONG PASSENGERS ABOARD.

[Reuter's Service To "The Telegraph."]

London, Received May 30.
The passengers on the ill-fated Empress of Ireland include:—
Mr. Cox, Edwards, of Yokohama.

Mr. and Mrs. W. D. Graham, of Hongkong.
[The Mr. Cox Edwards referred to is, there seems no reason to doubt, Mr. J. P. Cox Edwards, formerly of the Hongkong and Shanghai Bank in Hongkong, as he recently left for home from Yokohama.]

Mr. W. D. Graham is the general manager of Messrs. Wilkinson, Haywood and Clark in Hongkong. At the moment there is no news as to whether either of the persons mentioned have been saved. There was a very strong rumour in the town to-day and on the race course that the Chief Justice, Sir William Rees Davies, and Lady Rees Davies were passengers by the s.s. Empress of Ireland. The same rumour also states that Mr. H. P. White was to have been a passenger for home by the same boat but missed it by two days.

Survivors at Quebec.

Reuter's correspondent at Quebec states that 306 survivors from the Empress of Ireland have arrived there, comprising 29 first-class passengers, 29 second-class passengers, 101 steerage passengers, and 237 of the crew. Thirty-seven left the train at Rimouski.

934 Probably Perished.

The revised figures show that there were 1,307 souls aboard the ill-fated liner; hence 934 have probably perished.

Captain Kendall is reported to be dying from exposure.

Relief Train Derailed.

A special relief train carrying the survivors from the Empress of Ireland became derailed shortly after leaving Rimouski. None were injured.

Salvation Army Message.

"General" Bramwell Booth has sent the following message to the Salvationists at Toronto:—"Heart-stricken at your grief through appalling disaster. Assure you of prayers of whole Army."

Not Saved.

The list of the survivors does not include the names of Sir Henry Selton-Kerr, Mr. and Mrs. Lawrence Irving, Commissioner and Mrs. Ross of the Salvation Army, or Colonel Maidmont.

There were 160 Salvationists on board, including the crack Canadian band, and only twenty of these were saved.

Many prominent English business men are also missing.

World-wide Sympathy.

The disaster has evoked world-wide sympathy. President Poincaré has cabled to King George his condolences, while the Minister of Navy, M. Viviani has wired to Mr. Churchill expressing the grief felt by the French Navy.

Canadian Opinion.

Reuter's correspondent at Ottawa states that in the House of Commons, Mr. Borden said it was appalling that a ship with 1,300 passengers on board, only a few hours from Quebec, should sink in ten minutes. Apparently the accident was unpreventable by any means that could be devised for the safety of navigation.

Sir Wilfred Laurier recalled that this was the third accident on the St. Lawrence river since it was opened for navigation.

The papers dwell on the profoundly disquieting fact that such a disaster should be possible with a liner whose equipment and navigation were irreproachable.

SPECIAL CABLES.

(Special Pacific Service to the "Telegraph"—Reuter.)

CHINA'S NEW COUNCIL.

CAUSTIC CRITICISM FROM CHINESE AND MANCHUS.

Peking, Received May 30.
The vernacular papers term the Tsanohengyuan "the asylum for conservative officials." They consider that the Council is ornamental but does not represent the people, as did the abolished Senate.

Most of the members are over 60 years of age, and many have telegraphed their resignations on various pretexts. The papers estimate that only some 40 will take up their posts.

A Manchu paper at Tientsin treats the Tsanohengyuan as a farce, and advises former officials to "wash their hands and change their hearts" in order to avoid ruining the Republic.

JAPANESE NAVAL SCANDAL.

COURT MARTIAL SENTENCES.

Tokyo, Received May 30.
The sentences of the Court Martial on the naval scandals are:—Admiral Matsumoto, three years' penal servitude and the restitution of Yen 409,800; Captain S. Sasaki, one year's penal servitude and the restitution of Yen 11,500. Constructor Suzuki is acquitted.

TELEGRAMS.

AMERICAN BATTLESHIPS.

A GREEK DENIAL.

[Reuter's Service To "The Telegraph."]

London, Received May 30.
Reuter's correspondent at Athens states that it is denied that Greece is negotiating for the purchase of the American battleships Mississippi and Idaho.

ASIATIC EXCLUSION.

London, Received May 30.
The Daily Mail correspondent at Christchurch states that the Government will introduce in June legislation prohibiting the immigration of Asiatics.

THE GYMKHANA.

The second gymkhana of the season was held at Happy Valley this afternoon. There was a fair attendance present, despite the threatening weather. It looked very much like rain before the first race, but fortunately the weather held up. His Excellency the Governor was among those present. The results at the time of going to press were:—

Three Quarter Mile Heat.—For Subscription Grifflus of the Season 1913-1914 which have not won an Official Race. Winner for inches as per scale. Winners on Off Day and/or First Gymkhana of one race or 5 lbs. extra, two or more races 10 lbs. extra. Entrance fees \$5. 1st Prize: \$150. 2nd Prize: \$75. 3rd Prize: \$35.

Dr. Forsyth's, Lorenzo (late Arravand), 160 lb. (Mr. Pope) 1
Mr. B. Sutton's, Bryampton, 180 lb. (Mr. Knoll) 2
Messrs. Lowe and Hickman's, Dunin, 155 lbs. (Mr. Hickman) 3
Mr. H. C. Gray's, Springwood, 152 lbs. (Mr. Galk) 0
Mr. Norman's, Brown Boy, 160 lbs. (Mr. Galk) 0
Mr. Billiards, Fluke, 149 lbs. (Mr. Hastings) 0
Sir Henry May's, Pifforthie, 149 lbs. (Mr. Sedgwick) 0
Dunin bolted before the start and caused considerable delay, Hickman being unable to pull him up until he had got half way round the course. He then completed the course to join the ponies. When the flag fell Bryampton Brown Boy and Dunin led the field with Lorenzo last. Rising the hill, Dunin went to the front

LAUNCH AT KOWLOON.

Successful Launching of the Senang.

This morning a very successful launch of the s.s. Senang, which is being built for the Senang Steamship Co., took place at the Hongkong and Whampoa Dock Company's Yard, where the vessel is being built. There was a fair company present, including Capt. and Mrs. Kockx, the lady performing the launching ceremony. Messrs. S. H. Dodwell, R. M. Dyer, G. Caldwell, C. D. Sils, Mr. and Mrs. Eberfeldt, Miss Elsie, Capt. Danbar, Mr. J. Lambert (Lloyd's Surveyor), J. W. Graham, Capt. Hall, J. Findlay Miller, Hall, Russell, D. MacDonald, Capt. Arthur, Paton, Abbey and Barrett, Mrs. Lambert, Miss Lambert and Mrs. Squair, Mrs. Moberly, Mr. and Mrs. Brownell and Mr. von Meines. The Senang was sent on her way by Mrs. Kockx who, as she broke the bottle of champagne over the bows, said, "God zegene U"—"God bless you," and amid the firing of crackers and the cheers of the onlookers the vessel gracefully took the water.

An adjournment was then made to the drawing office where the chairman of the Dock Company, Mr. S. H. Dodwell, asked the company to join with him in drinking to the success of the vessel and prosperity to her owners. He was proud to say that the vessel's number in the building book of the company was 535. She was, however, the first vessel of that type that the company had built for the trade between the China coast and the Straits. She had been built to the design and under the superintendence of Capt. Kockx and was of Lloyd's highest class. The company had put their best work into her and he hoped she would be as satisfactory to the owners as she was to them. They were building two similar steamers and he hoped they would be the forerunners of many more.

Capt. Kockx, in returning thanks on behalf of the owners, also thanked them for asking his wife to christen the boat which was the first ocean going steamer constructed in Hongkong for the Senang Steamship Co. He expressed the hope that she would be but one of many similar boats to be constructed by that well equipped yard and also paid a tribute to the valuable assistance that had been given him in the work of designing by Mr. Gregson Brownell, and asked them to join in drinking the health of the company.

Mr. Dyer thanked those present for the way in which they had received the toast and presented Mrs. Kockx with a wristlet watch, for which Capt. Kockx returned thanks.

Mr. de Reus, the Dutch Consul General, remarked that this was the first ocean going boat which had been built at Kowloon for the company. Some time ago he remembered that there had been some launches built, but this was the first order for an ocean going boat that had come from Netherlands India. The name "Senang" meant "The Propitious" and he hoped that the name would prove a good one for the first Dutch ship which had been built here. Trade in the Archipelago was extending every day, more and more, and Hongkong being at the very door, it seemed only fitting to come here for ships, not only on account of efficiency but for other economic reasons. He hoped that the relationship which had thus been established would be extended and that the Dock Company would have its full share of it.

The Senang is a handsomely modelled vessel, single screw steamer, length 245 feet overall, beam 36 feet, depth moulded 10

SIBERIAN MAILS.

New Service of Four Mails a Week.

By courtesy of the Postmaster General of Hongkong we are able to publish the following extract from a letter, dated May 9, 1914, from the Secretary of the General Post Office, London:—

"On and from the 1st. of this month, the trans-Siberian Express Trains will leave St. Petersburg at 8.35 p.m. on Tuesdays and Fridays, and Moscow at 9.5 p.m. on Wednesdays and Saturdays. In compliance with a request from the Russian Post Office the Mails should be forwarded from this Country for conveyance by each of the four trains referred to, it has been arranged for Mails for the Far East generally to be despatched hence on Sundays at 9.55 a.m. for conveyance via Vladivostok and Moscow, on Tuesdays and Saturdays at 2.5 p.m. for conveyance via Ostend and St. Petersburg, and on Wednesdays at 2.5 p.m. for conveyance via Ostend and Moscow. The new arrangements commence to-day.

feet 6 inches. Of the Single deck type with top-gallant forecastle and continuous Poop and Bridge combined with long Boat Decks and Navigating Bridge, she presents quite a trim appearance.

Though primarily intended as a general cargo and passenger steamer, provision has been made for large measurement freight, the holds being absolutely void of obstructions. This may be said to be a special feature of the structural design. In lieu of the customary field pillars, continuous steel girders are worked under deck at the hatch sides, being supported by strong beams, which in turn transmit any stresses to the ship's structure in a gradual manner through deep arched web frames. For the rapid loading and discharging of cargo, four powerful winches and two steam cranes are installed on the Bridge Deck.

Water ballast may be carried in either peak tank and in the cellular double bottom which extends throughout the vessel. Ample accommodation is provided for the passengers and crew, all fittings, including electric light and fans, being of the most up to date style.

The life-saving appliances are 25% in excess of British Board of Trade requirements. The machinery, fitted amidships, consists of one set of triple expansion engines having cylinders 18", 20" and 48" diameter, stroke 36", and two single ended boilers 12 ft. 9 inches diameter, 10 ft. 6 ins. long, supplying steam at 180 lbs. working pressure, natural draught.

To ensure her being thoroughly efficient and seaworthy, the designer, Captain Kockx, has had the vessel classed "100 A. 1," under special survey, by Jno. Lambert, Esq., surveyor to Lloyd's Register; also built to Board of Trade rules and regulations.

When laden to the disc, it is anticipated that the deadweight carrying capacity of the Senang will be 1,725 tons.

Hongkong Finances.

The statement of revenue and expenditure for the month of March, published in the Gazette, shows that the revenue totalled \$234,589.04 and the expenditure \$1,002,287.05. At the end of the month there was a balance of \$2,882,181.97, against \$2,949,350.38 on February 28.

To Curio Collectors. Next week Mr. G. P. Lammerly is selling a magnificent collection of antique china and curios, the property of the well-known collector Mr. Loh Ven-keo. Those who have any spare time on Monday will be well advised to call round to the sale room, as the collection is to be on view that day.

FOR THE LADIES.

OUR WEEKLY CAUSERIE ON WOMEN'S MATTERS

CRINOLINE OR BUSTLE?—LATEST IN EVENING WEAR—MILLINERY AND SHOES.

The century of costume that is being exhibited by Miss Dawson, of Chelsea, at the Olympia Exhibition shows some extraordinary coincidences in the development of dress past and present. Rather more than a hundred years ago, for instance, the male element predominated in feminine attire. Women wore tall hats, high collars, waistcoats, and skirts tight enough to suggest the trouser line. Almost exactly a hundred years later the coat and skirt, with its stiff-collared blouse and hard sailor hat, was compulsory for the young woman with any regard for fashion. These revolutionary modes of the 18th century were followed by the classic styles of the Empire, and "line" became everything. Dresses of the period contained the smallest possible amount of stuff, round-toed shoes, tied on with ribbons, were a not unimportant item of attire. We also have only just discarded Empire fashion—more the pity, and the sense of line which has distinguished the last five years seems in the fashion of the moment to have run amok. Our round-toed shoes tied on with ribbons, on the other hand, have come in with the tango, a little later than rather than coincidental with Empire fashions. Again, the Empire fashions were followed by increasing fullness in the skirt; which corresponds with some exactness to the pannier tendency of to-day. This fullness gradually developed into the crinoline and gradually subsided into the bustle. It is curious to remember that women who did not conform to the bustle were regarded as eccentric, if not worse.

The present-day fashions seem to point for the moment to the bustle rather than to the crinoline. But so far dress development has followed with such extraordinary exactness the course of a hundred years ago that there seems no special reason to suppose that it will deviate now from its appointed course. Where it may differ to a certain extent will be rather in the direction of variety. Formerly women wore crinolines practically all the time, whether in paying an afternoon call or in playing games on the lawn. To-day most women change their clothes two or three times a day at least, and their varied occupations and pleasures exact a corresponding variety in clothes. Thus, while it seems likely that the crinoline will prevail even against the protests of the strong minded, there is comfort in the thought that it is not likely to be worn on the links or in the office or in the gymnasium.

Evening Frocks.

Evening frocks are naturally of the first importance just now, and some of the latest are really rather amazing. One seen actually worn the other night—an importation from Paris—was of rose tulle, a bell-shaped skirt quite of the 1830 type, set in close full gathers at the waist, and falling to just above the ankles, where it was distended with wire and finished with a wide soft ruche of the tulle. A crinoline in embryo, and beneath it appeared draped pantaloons, resembling Turkish trousers. The corsege consisted merely of a couple of wads of tulle brought over from back to front, and the soft sash was of rather deeper rose silk. The effect was really very quaint and fascinating.

Vanishing Bodices.

Nearly all evening gowns

have insignificant bodices, often sleeveless, and devoid even of the chains of jewel beads, which in themselves provide something in the nature of a garment when they are worn in any quantity. Yet here and there one sees a more dignified corsege; as on a lovely picture gown with wide, softly draped corselet and tunic of brocade gauze and chemise and sleevelets of exquisite old lace, arranged to create the circular décolletage that is gradually re-appearing and is far more becoming to most women than the exaggerated V at front and back. Very few women have a torso beautiful enough to stand that trying style.

The Cape.

The cape has evidently come to stay, and daily it appears in different manifestations. There is the short cape of the Valois period, slung jauntily from one shoulder; Watteau capes with the daintiest air; and quaint little mantellets frilled and ruffled suggestive of the demure 1830 modes; these of taffetas and tulle, and the others of taffetas or damask lined with a contrasting colour. Always they match the gown; as, indeed, do the voluminous mantles. Whether one wears cape or cloak, however, it must be well carried, with a gallant air; therefore the slovenly gown is abandoned, and one holds head erect and shoulders squared!

Pantaloons.

The very narrow skirts that were worn at first under the long and wide tunics or "habits" as they are now called, are now giving place to absolute pantaloons, that are said to be derived from those worn by little girls in the 1830 period, though it is said on good authority that their origin is Chinese and they are copied from the loose pyjama-like trousers which worn under a long and handsome coat is the national garb of "Celestial" ladies, and is said to be the most comfortable and rational feminine dress on the face of the earth. Certainly the Chinese element is pronounced among the innumerable and extraordinarily varied modes of to-day.

Quaint Millinery.

The latest hats are quite of the 1880 style, small high shapes with narrow brims covered with roses, and worn with a little lace veil like a mask reaching just to the tip of the nose. They are really very pretty and quaint-looking, and suit some women very well. Naturally they demand a costume of the same period, a skirted skirt, polonaise looped up at the sides or back with a big soft bow, or a passementerie ornament with large tassels, and a fitting bodice buttoned down the front.

The New Shoe.

One of the most sensible of recent fashions is the Salome shoe with its band round the ankle, which keeps the shoe up on the heel. This is the more necessary as the front part of the smart, up-to-date shoe is much out away, so much so that it is really difficult to keep it on the foot. White, gazelle, and antelope, besides the well-known tan, are the favourite colours for footgear. Later on, more pronounced tints will be seen, blue, green, red, purple, matching the gown or its trimmings.

The high heel persists in Paris, the western little guessing the trouble they are laying up for themselves, their spines and their knees.

FAR EASTERN NAVAL SQUADRONS

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

A	Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
	Aerity	Despatch-boat	1,700	12	2,000	Comdr. A. Coochran	Cruising
	Atlas	Admiralty tug	710	2	900	Master W. West	Hongkong
	Brantley	Gunboat	710	2	900	Lt. Com. V. R. Brandon	Hongkong
	Britannia	Gunboat	710	2	900	Lt. Com. W. H. Darwell	Yangtze
	Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
	Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
	Cholmer	T. B. Destroyer	590	—	7,550	Lt. Com. U. T. England	Hongkong
	Hio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
	Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Wei-hai-wei
	Jed	Torpedo boat destroyer	616	—	1,200	Lt. Com. G. A. Mullock	Hongkong
	Kinsha	River gunboat	—	—	—	Lt. Com. H. Marryatt	Yangtze
	Kennett	Torpedo boat destroyer	—	—	—	Lt. Com. Biddam Whitham	Hongkong
	Merlin	Surveying ship	1,010	—	—	Lt. Com. C. J. J. Gibson	Labuan
	Minotaur	1st class cruiser	11,600	—	27,000	Capt. E. B. Kiddle	Wei-hai-wei
	Moorehead	River gunboat	180	—	800	Lt. Com. Alan Dixon	Hongkong
	Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Wei-hai-wei
	Nightingale	River gunboat	85	—	240	Lt. Com. M. Murray	Yangtze
	Ribble	Torpedo boat destroyer	590	—	7,500	R. W. Wilkinson	Wei-hai-wei
	Robin	River gunboat	85	—	240	Lt. Com. M. Nash	West River
	Rosario	Depot ship for submarines	930	—	1,400	Lt. Com. L. Oromie	Canton
	Sandpiper	River gunboat	85	—	240	Lt. Com. L. S. Hutton	West River
	Saipu	River gunboat	85	—	240	Lt. Com. Maurice Leslie	Yangtze
	Taku	Torpedo boat destroyer	350	—	6,000	Gunner W. H. Blackwood	Hongkong
	Tal	River gunboat	180	—	800	Lt. Com. Guy Stopford	Yangtze
	Thistle	Gunboat	710	2	900	Lt. Com. R. N. Cotrell	Dormer
	Triumph	Receiving Ship	11,915	—	12,500	Capt. P. Streatfield	Hongkong
	Tamar	Torpedo boat destroyer	590	—	7,500	Comdr. Anstruther	Hongkong
	Jak	Torpedo boat destroyer	355	—	6,300	Lt. Com. H. Maxwell	Wei-hai-wei
	Virago	Torpedo boat destroyer	590	—	7,500	Com. Seymour	Wei-hai-wei
	Wellington	Torpedo boat destroyer	350	—	5,000	Lt. Com. R. Neville	Wei-hai-wei
	Whiting	Gunboat	195	—	800	Lt. Com. M. C. Borrett	Yangtze
	Widgeon	Gunboat	150	—	500	Lt. Com. J. B. Blackwood	Yangtze
	Woodcock	Gunboat	150	—	500	Lt. Com. L. Lloyd	Yangtze
	Woodlark	Gunboat	150	—	500	Lt. Com. Pope	Hongkong
	C. 36	—	—	—	—	Lt. Com. McGillivray	Hongkong
	C. 37	—	—	—	—	Lt. Com. J. G. G. G. G.	Hongkong
	C. 38	—	—	—	—	Lt. Com. J. G. G. G. G.	Hongkong
	T. B. 035	—	—	—	—	Lt. Com. Handley	West River
	T. B. 036	—	—	—	—	Lt. Com. T. Barton	Hongkong
	T. B. 037	—	—	—	—	Lt. Com. Nicol	West River
	T. B. 038	—	—	—	—	Lt. Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jernam, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON NORTH CHINA AND JAPAN STATION.

French.						
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kléber	Armoured cruiser	9,700	12	19,600	Capt. Gourts	Hongkong
Desdée	Gunboat	645	10	1,000	Lieut. Vindier	Saigon
Argus	River gunboat	180	6	570	Lieut. Dorcet	Canton
Vigilante	Gunboat	123	7	599	Lieut. de Jervillier	Canton
Peiho	Gunboat	120	—	—	Lieut. Collin	Tongku
Dondard de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tongku
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	Submarine	—	—	—	Lieut. Boix	Saigon
Protee	Submarine	—	—	—	Lieut. Boix	Saigon
Styx	Armoured gunboat	1,798	10	1,700	Lieut. Guillaume-Louis	Saigon
Fronde	Destroyer	350	7	303	Lieut. Aurillac	Saigon
d'Herbille	Destroyer	—	—	—	Capt. de Frigate Roussin	Hongkong
Pistole	Destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	Destroyer	307	6	300	Com. Voisin	Saigon
Muschoe	Surveying ship	1,825	10	9,000	Com. Voisin	Saigon
* Flagship of Comodoro Boucicaut, Commanding the local defence force.						
German.						
Emden	Cruiser	3,800	22	13,500	Capt. v. Muller	Tsingtau
Goeben	Armoured cruiser	11,800	36	26,000	Capt. Brunnhaus	Tsingtau
Blauer	Gunboat	900	12	1,300	Comdr. Bock	Canton
Logan	Gunboat	900	12	1,300	Comdr. Loring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Hahn	Tsingtau
Lucas	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Neuburg	Cruiser	3,400	22	13,200	Capt. v. Schomburg	Tsingtau
Oder	River gunboat	—	—	—	Capt. Lieut. Firl	Yangtze
Scharnhorst	Flagship	11,800	36	26,000	Capt. F. Scholtz	Tsingtau
S. 90	Torpedo boat	400	8	6,500	Capt. L. Brunner	Tsingtau
Taku	Torpedo boat	280	4	6,000	Obit. z. S. v. Mauberge	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bock	Tsingtau
Yangtze	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Yarland	River gunboat	223	4	500	Obit. z. S. Dressler	Yangtze
Portuguese.						
A. L. L. L.	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Albatross	Gunboat	—	—	—	Capt. Martins	Macao
Albatross	Gunboat	700	—	—	Capt. Luis A. de Magalhães Correa	Macao

UNITED STATES VESSELS:

Submarine	—	—	—	Ensign G. Bradford	Cavite
—	—	—	—	Ensign J. R. Mann	—
—	—	—	—	Ensign H. L. Babler Daffer	—
—	—	—	—	Ensign R. L. Wood	—
Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Torpedo-boat des.	420	7	3,000	Lieut. R. A. Spruance	Cavite
Torpedo-boat des.	420	7	3,000	Lieut. O. S. Keller	—
Gunboat	243	8	250	Ensign W. L. Beck	Canton
Torpedo-boat destroyer	420	7	3,000	Lt. J. C. Jennings	Cavite
Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Torpedo-boat destroyer	420	7	3,000	Lt. V. K. Colman	Cavite
Torpedo-boat destroyer	420	7	3,000	Lt. E. Durr	—
Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Station ship	1,900	8	1,100	Lieut. V. R. Lowe	Cavite
Monitor	3,000	6	3,000	Lt. Y. Rorschach	Olongap
Monitor	4,084	4	5,277	—	—
Gunboat	243	8	—	Ensign P. J. Peyton	Cav Canton
Sea going tug	854	2	1,600	—	—
Repair ship	3,085	—	—	—	—
River boat	—	—	—	Lt. Com. U. W. Coles	Canton
Cruiser	—	—	—	Com. P. Babin	Hongkong
Flagship	—	—	—	J. H. Dayton	Shanghai
—	—	—	—	Com. R. H. Leigh	—
—	—	—	—	Lt. G. W. Heise	—

MARKET PRICES.

Hongkong, May 25, 1914.

BUTCHER MEAT

Beef	Price
Sirloin & Prime Out, - Mei Lung Pa	lb. 19
Corned, - Ham, - gau Yuk	18
Roast, - Shin	19
Breast, - Ngu Lam	14
Soup, - Tong Yuk	15
Steak, - Ngu Yuk Pa	19
do, - Sirloin Ngu Lau	30
Sausages, - Ngu Ohang	20
Bullock's Brains, - Know	per set 10
Tongue fresh, - Ngu Li	each 60
corned, - Ham Ngu Li	80
Head, - Ngu Tan	14
Heart, - Ngu Sum	14
Hump, Salt, - Ngu Kin	19
Feet, - Ngu Kaki	18
Kidneys, - Ngu Y	10
Tail, - Ngu Mei	10
Liver, - Ngu Kon	18
Tripe (undressed), - Ngu To	14
Calves Head & Feet, - Ngu Chai-lau-kark	set 8
Mutton Chop, - Young Pei Kwat	lb. 21
Leg, - Young Pei	25
Shoulder, - Young Shan	25
Pigs Chittlings, - Chu Ohang	24
Brains, - Chu Know	per set 27
Feet, - Chu Kark	lb. 2
Fry, - Chu Ohak	12
Head, - Chu Tau	3
Heart, - Chu Sum	each 18
Kidneys, - Chu Yiu	pair 10
Liver, - Chu Con	lb. 8
Pork Chop, - Chu Pai Kwat	24
Corned, - Ham Chu Yuk	23
Leg, - Chu Pe	27
Far or Land, - Chu Yau	24
Sheep Head and Feet, - Tau Kark	set 70
Heart, - Young Sum	each 7
Kidneys, - Young Yiu	10
Liver, - Young Con	lb. 25
Sucking Pigs, To Order, - Chu Cha	22
Suet, Beef, - Sang Ngu Yau	18
Mutton, - Sang Young Yau	24
Veal, - Ngu Chai Yuk	19
Sausages, - Ngu Chai Cheung	20

肉食

FRUITS.

Shale, - Wauk-sau Y	91
Salmon, - PS	8
Sao Yark, - Yu	8
Shrimps, - Ha	24
Snapper, - Lap Yu	20
Soles, - Tat Sa Yu	18
Tonch, - Wan Yu	19
Turbot, - Cho How Yu	25
Turtles, small, fresh water, - Kork Yu	—
White Bait, - Ngu Yu Chai	—

菓子

Almonds	Price
Hung Yau	lb. 35
Apples (California) - Kem San Ping Kho	18
(Chefoo) - Tin Chun Ping Kho	—
Small, - Hoi Tong	—
Castard, - Fan Lai Chi	each
Bananas, fragrant, Canton, - San Shing Hong Chiu	lb. 4
(brides), Macao, - San Heng Chiu	4
Chestnuts, Chinese, - Foong Lai	15
Carambola, - Young Tuo	—
Cocoanuts, - Yeh Tse	each 12
Lemons, China, - Ning Moong	lb. 8
America, - Kam San Ning Moon	30
Lichees Dried, - Lai Chi, small Stone	—
Fresh	—
Limes, (Saigon) - Sai Kung Ning Moong	each 18
Mango, Manila, - Lai Sung Mong	—
Mangosteens, - San Chuk Tse	doz 8
Oranges, (Canton) - San-shing Tim Ching	lb 15
Sweet	—
Pears, (American) - San Shoo Lay	14
(Canton), Cookin	12
Peanuts, - Fa Sang	—
Pearlmons Large, - Hung Chie	—
Pine-apples, 1st quality, - Poon Ti Paw Law	each
2nd	—
Plantain, - Tai Chau	lb 6
Plums, - Swatow, Hung Lai	20
Pumelo, Siam, - Ohim Lo Yau	each
Shanghai, - Lo Kwai	15
Walnuts, - Hop Tuo	lb
Green, - Sang Hop Tuo	—
Water Melon, - (Am.) Kom San Sai Kwa	each
(China) Sai Kwa	—
Grapes, - Sang Po Tai Tse	lb

POULTRY.

生口

Duck	Price
Kai Chai	lb 30
Large, Small, - Sin Kai	30
Choke, - Ap	24
Doves, - Pan Kau	each 18
Eggs, Hen, - Kai Tan	per doz 20
Fowls, Canton, - Kai	lb 34
Hainan, - Hoi Nam Kai	30
Geese, - Ngai	24
Wild, - Shang-ho Yea Ngai	—
Goat, - Wong Keng	each
Hare, Shanghai, - Tu Chai	—
Partridge, - Che Khoo	—
Pheasant, - Shan Kai	pair
Pigeons, Canton, - Pak Kip	each 30
Hohow, - Hoi How Pak Kip	—
Quail, - Um Chum	24
Rice Birds, - Wo Fa Cheul	dozen 20
Snipe, - So Choy	each 20
Turkeys, Cook, - Phor Kai Kung	lb 55
Heh, - Na	44
Wild Ducks, Shanghai, - Sang-hoi Sai Ap	—
—, - Sai Ap Chai	—
Wild Ducks Canton, - Sang-Shing Sai Ap	—

FISH.

海鮮

Barbel	Price
Ka Yu	lb 11
Bream, - Bin Yu	16
Canton Fresh Water Fish, - Hoi Sin Yu	14
Carp, - Li Yu	22
Codfish, - Chik Yu	15
Codfish, - Man Yu	16
Crabs, - Hai	20
Cuttle Fish, - Muk Yu	12
Dab, - Ga Mang Yu	13
Dace, - Wong Mei Lun	8
Dog Fish, - Tit Yu Se	7
Eels, Congor, - Hoi Mann	16
Fresh water, - Tam Sin Yu	16
Eels, Yellow, - Wong Sin	30
Frogs, - Tien Kai	30
Gardoupe, - Set Pan	15
Gudgeon, - Pak Kip Yu	45
Herring, - Tso Pak	24
Halibut, - Cheung Kwan Kip	24
Labrus, - Wong Ya Yu	17
Loach, - Wu Yu	24
Loach, - Lung Ha	23
Macarel, - Chi Yu	23
Monk Fish, - Mong Yu	23
Mullet, - Chai Yu	25
Oysters, - Sang Hoo	25
Parrotfish, - Kai Kung Yu	14
Perch, - Tan Loo	15
Pike, - Fa Paw Fong	8
Plaice, - Pan Yu	16
Pomfret, Black, - Hak Ohong	28
Pomfret, White, - Pak Ohong	30
Prawns, - Ming Ha	30
Ray, - Lai Pa Yu	70
Poek Fish, - Sek Ka Kung	12
Snake, - Chue Yu	12

VEGETABLES, &c.

Artichokes, Shanghai, —Sheung-loi Ah Chi		
Cheuk	lb	8
Beans, (French), Macao, —Oh Moou Pin Tau		10
(French) Shanghai, —Sheung Hai Pin		
Tau		—
Sprout, —Ah Cho		8
Long, —Tau Ko		—
Beet Root, —Hung Chai Tau		6
Brinjals, Green, —Ching Yuan	each	6
Red, —Hung Ker		10
Cabbage, Chinese, com, —Kai Choy		10
Cabbage Red, —Hung Yeh Choy		—
Cabbage, Shanghai, —Yeh Chai		—
Cane Shoots, bunch, —Kan Shan	lb	12
Cauliflower, Large size, —Tai Yeh Cho Fa	each	—
Medium size, —Cheung Yeh Cho Fa		—
Small size, —Sai Yen Chai Fa		—
Carrots, —Kam Shum	lb	6
Celery, Chinese, —Tong Kan Chai		10
English, —Young Kan Chai		5
Chillies Dried, —Gon Lat Chiu		30
Red, —Hung Far Chiu		18
Green, —Ching Lat Chiu		18
Curry Stuff, English, —Kar Lee Chu Lin		10
Cucumbers, —Ching Kwa		8
Bitter Squash, —Fu Kwa		10
Garlic, —Que Tau		8
Ginger, young, —Sun Tse Keung		8
old, —Lo Keung		10
Horse Radish, Shanghai, —Lik Kan		18
Indian Corn, —Sok Mai		5
Lettuce, —Young Sang Chai		1
Water Cress, —Ma Tai	lb	6
Mandarin, —Kwai Lam Ma Tai		8
Mushrooms, Fresh, —Sang Cho Koo		30
Mus. Melon, Amer. —Kam-san Hong Kwa	each	—
Kroos	lb	12
Onions Bombay, —Young Chong Tau		6
Green, —Sang Chong		8
Shanghai, —Shang-hoi Chong Tau		—
Papaya, 1st qual, —Tai Man Sau Kua	each	—
2nd Chang		—
Parasky, —Kan Cho		8
Green Peas, —Ching Tan		15
Potatoes, Sweet, —Fan Shu		—
Shanghai, —Shang-hoi Shu Tau		—
Japan, —Yui Poon Shu Tau		—
American, —Fa Ki Shu Tau		10
Toochow, —Fco-show Shu Tai		8
Pumpkin, —Tong Kwa		12
Radish, —Hung Lo Pak Tai		6
Khubarb (Krah), —Tai Wong		12
Legs, —Tse So		—
Shallots, —Gon Ching Tau		8
Pippach, —Yin Chai		6
Onionets, —Fan Ker		6
Wu Tan		8
Punk (Long), —Lo Pak		6
English, —Young Lo Pak		2
Vegetable Marrow, —Chit Kwa		15
(American), —Kam-san Chit Kwa		6
Water Cress, —Sai Young Cho		—
Lily root, —Lin Ngau		—
Yams, —Ta Shin		6

DRAGON BOAT FESTIVAL.

Shaikwan Carries Off the
Racing Honours.

There was a great pilgrimage to Aberdeen yesterday to witness the time-honoured boat races held in celebration of the Dragon Boat Festival. From early forenoon until well on into the afternoon all manner of craft put in at the picturesque little harbour, and by the time the contests began the fairway on either side was lined by steam launches, motor-boats, yachts, junks and sampans, the occupants of which evinced the keenest interest in the proceedings. There were many European spectators, while large numbers of Chinese came by launch from the various dockyard establishments of the Colony, which had shut down for the afternoon. Many of the launches were decorated for the occasion, while the numerous fishing craft drawn up on either side flew flags characteristically Chinese both in shape and gaudiness of colour. The sight was certainly one of striking brilliancy, and its picturesque character was added to on the appearance of the rival dragon boats. This year there were no fewer than six of these craft—much larger number than usual. They were of typical design—long, narrow, rakish boats, each with its gaily-coloured dragon's head at the bow. They varied in length from 83 feet to 93 feet, and the crews, seated in pairs, each with a short paddle, ranged between 50 and 70 in number. In addition to the actual oarsmen, each boat carried two or three other men, to whom were assigned various duties. One had charge of a big drum by the beating of which he set the stroke-time for the rowers, while another, standing in the middle of the boat, indicated, by means of a fan in each hand, the course to be steered by the men at the oars.

The number of boats competing this year was exactly double that of 1913. Shaikwan was especially well represented, sending no fewer than three crews, while one boat each also came from Lamma Island, Apichau and Tin Wan (Aberdeen). There was the keenest rivalry between the several crews, who worked themselves up to great heights of excitement when the races were in progress. There was, however, relatively little enthusiasm shown by the onlookers, but this may be accounted for by the fact that the Aberdeen crew were absolutely out of the running, practically all the prizes going to visiting boats. It may here be explained that the dragon boats, which only come out once a year, are the property of the fishermen who make the several villages represented their headquarters, and they are manned by members of the crews of the several fishing fleets, being chosen by the masters of the fishing boats. There is no limit to the length of the boat nor the size of the crew, members of which may be changed at will even in the heats of a single competition.

The races held yesterday were over a course which extended from the western entrance buoy to a point opposite the Police Station, a distance of close on half a mile. Prior to the final races, for money prizes given by His Excellency the Governor, there were a number of preliminary contests for presents of wine and pork subscribed for by the *kaifong* (elders) of Aberdeen. It was about 3.30 p.m. when the Government launch Victoria steamed into the little harbour, having on board His Excellency the Governor, Lady May, the Misses May, Capt. Alison, A.D.O., and Colonel Brown O.R.E. Everything was then made ready for the main races, and in view of the large number of boats competing it was decided to divide the crews into two heats. Police Sergeant Brail superintended the keeping of the course and acted as official starter, while Inspector Gordon, at the other end was judge. In the first heat the crew from Lamma Island came in first, after a sharp tussle; but it was the second heat which produced the greatest excitement. Two of the Shaikwan boats—Nos. 4 and 5—grimly fought out the issue, to the accompaniment of gong and drum beating, cheering and shouting,

SPECIAL CABLES.

(From Our Own Correspondent).

INTERPORT TENNIS.

Shanghai Beat Hongkong in Doubles.

Shanghai, Received May 29.
In the Tennis Doubles Tournament and Elmore (Shanghai) beat Hancock and Green (Hongkong), by three sets to love, the scores being:—8-6, 6-2, 7-5.
The Hongkong players are returning by the Empress of Asia, which arrives at Shanghai on the 30th inst.

SANITARY BOARD.

The Orders of the day for Tuesday's meeting of the Sanitary Board are:—

Minute by the president of the Sanitary Board relative to the Estimates for 1915.

Minute by the President of the Sanitary Board relative to the leave of Sanitary Inspectors during 1914-1915.

Correspondence relative to the Hat Pui Lung Chinese Cemetery. Application for permission to erect two water closets and two urinals at St. George's Buildings, Marine Lot No. 236.

Limewashing return for the fortnight ending 12th May, 1914.

Mortality return for the week ending 10th May, 1914.

Mortality return for Macao for the weeks ending 10th and 17th May, 1914.

Rat return for the weeks ending 10th and 23rd May, 1914.

"THE MAN FACTORY"

The current copy of the *Canton News Letter*, issued by the Canton Christian College is more than usually interesting. It shows, alike by letter press and illustration, the progress made by the School during the past four years. There are now 410 students on the roll and the College, with its affiliated schools, is apparently doing a work that is worth assisting. We make one quotation from the little journal:—"Chung Wing Kwong, Dean of the Canton Christian College, while Commissioner of Education for the province of Kwangtung, said: 'The Government can do little to advance its education until our College produces the men qualified to establish a real system of public education.' For this reason the College is sometimes spoken of in Chinese as 'The Man Factory.'"

and when the course was covered a dead heat was declared. Then the two Shaikwan crews and that from Lamma Island tried conclusions in the final heat, the result being:—1st, Shaikwan No. 5 crew; 2nd, Shaikwan No. 4 crew; 3rd, Lamma Island crew. The winning boat got home by half a length, while only a few feet separated second and third. At the close of the race there was some feeling shown by the Lamma crew, who bitterly protested that their boat was fouled by the winners; they even went so far as to approach His Excellency the Governor on the matter, but eventually their feelings were calmed down. A consolation race afterwards took place between the Aberdeen, Apichau and Lamma boats, the last named securing the prize. It was a day of great excitement for Aberdeen, and all who made the trip to the little fishing village will long remember the occasion.

Finance at Lachokow.
At Lachokow a certain type of rough face cash notes are generally used but in other places these Government bills are not freely accepted. The Civil Governor of Hupeh therefore on the 19th instant issued an order making their use compulsory throughout the province and stating that the Government would accept them in payment of taxes. It is hoped in that way partially to relieve the financial position at Lachokow.

ALLEGED SUICIDE.

Man Found Hanged at Seamen's Institute.

Mr. J. R. Wood, at the Police Court, this morning, held an inquiry into the circumstances surrounding the death of Fernando Valera, a native of Porto Rico, who was found hanging in a closet at the Seamen's Institute, Wanchai, on the 14th inst. Deceased had been employed in the Chinese customs at Canton.

A boy employed at the institute said he found the body of the deceased hanging.

Dr. James Drummond said he was living at the Seamen's Institute, Wanchai. He knew the deceased as a resident at the institute. About 2.45 in the afternoon he was told of what had happened and on going to a w.c. he found the deceased hanging by the neck from one of the cistern supports. The man was quite dead and he was of the opinion that he had been dead for at least two hours. He did not disturb the body at all. The body was still warm. He did not suspect foul play of any kind.

Inspector McHardy: Didn't you as a doctor think it your duty to cut the body down when it was warm?

Witness: No.
His Worship: I think he did quite right. The body was dead?

Witness: Yes.
Inspector McHardy deposed to finding the body hanging in the w.c. about 3 p.m. The deceased's feet were three inches from the ground. With the assistance of the last witness he cut the body down. He was quite dead, the body being cold. The body was taken to the public mortuary. There were no suspicious circumstances whatever. It was quite possible for the man to have hanged himself. The door of the closet was open, he had not to force his way in.

William Davies, the manager of the institute, said the deceased came to the institute on May 12. The board and lodging of the deceased was guaranteed by the Hongkong Ladies Benevolent Society. He knew nothing about the occurrence. As far as he knew the man had neither friends nor enemies in the institute. He had no reason to suspect foul play. Witness was absent from the institute on the morning of May 14.

Mr. Davies said she was informed of the occurrence about 2.45 p.m. and she at once sent for Dr. Drummond and the police. There were about half a dozen residents of the institute at the time. She had no reason to suspect foul play. She was informed of the death by a Chinese boy.

P. C. Swan spoke to identifying the body at the mortuary.
Dr. McKeeney, of the Public Mortuary, could not appear so the inquiry was adjourned.

Charted Patch of Rock.
Notice is given that a small patch of flat rock covered by 7 feet of water at L. W. S. T. exists in Canton Harbour, approximately 400 feet from the Fat Band. From the centre of the patch the tower of the English Church near the Western end of Shamsen Island, bears N. 11 deg. E. magnetic distant 1700 feet. On or about June 2, the northern extremity of the patch will be temporarily buoyed with a small black conical buoy, exhibiting a fixed green light from sunset to sunrise, and marking the port side of the channel for inward bound vessels.

DAIRY FARM NEWS.

BUTTER. BUTTER.

WE HAVE RECEIVED A

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Absolutely the best table butter
in the Colony.

Consignee

NOTICE TO CONSIGNEES,
FROM SHANGHAI, KOBE,
AND MUJI.

THE Steamship

"GREGORY APCAR,"
having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., Ltd.
Agents.
Hongkong, 28th May, 1914. [585]

Notices

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for Public Business on MONDAY and WEDNESDAY the 1st and 3rd proximo.
Hongkong, 28th May, 1914.

NOTICE

NOTICE is hereby given that the business and goodwill of the Firm of Arthur Nilsson & Company carried on by Wei A. Yuk at York Building, Chater Road, Hongkong under the style or Firm name of "Arthur Nilsson & Company" has this day been acquired by A.B. The Swedish Trading Company in China (Limited), a Company duly registered in Stockholm in accordance with the requirements of the laws of the Kingdom of Sweden.
Dated this 23rd day of May 1914.

A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
A. NILSSON,
Managing Director.

NOTICE

We have this day removed our office from Queen's Building to York Building (Top Floor), Chater Road.

A.B. THE SWEDISH TRADING CO. IN CHINA (LTD.)
(Incorporated in Sweden)
A. NILSSON,
Managing Director.
Hongkong, May 23rd, 1914.

NOTICE

REDUCTION IN PRICE
OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors,
GEORGE CUNY,
Local Secretary.
Hongkong, 21st May, 1914.

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SHAPE	No.	SHAPE	No.
60		63	
1 3/4 inch		1 1/4 inch	
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1 inch		1 inch	
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per dozen		per dozen	
16		61	

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High enough at back to appear above coat collar

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SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

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For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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S.S. "A. Apar," 4,450 tons, Capt. Walter, will be despatched for SHANGHAI, KOBE & MOJI, on 7th June.

S.S. "Takada," 6,800 tons, Capt. J. R. O'Sullivan, will be despatched for KOBE & MOJI on 16th June.

WESTWARD.

S.S. "C. Apar," 4,400 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd June.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched as above on 16th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For freight or passage, apply to,

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Hongkong, May 26, 1914.

Agents.

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For full particulars, apply to the Agents.

Next sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe, and Yokohama	Preussen	8th June
"	Silesia	18th June
"	C. Ferd. Laeisz	3rd July
"	Senegambia	17th July
"	Scandia	27th July
"	Alesia	14th Aug.
Victoria, Vancouver, Seattle & Portland (Or.)	Saxonia	10th June
"	Andalusia	4th Aug.
"	Sithonia	9th Sept.

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Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.
Atsuta Maru T. 16,000 { WEDNES., 3rd June, at 10 a.m.
Hitachi Maru T. 12,500 { WEDNES., 17th June, at 10 a.m.

VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.
Sado Maru T. 12,500 { TUESDAY, 2nd June, at 4 p.m.
Yokohama Maru T. 12,500 { TUESDAY, 16th June, at 4 p.m.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.
Kumano Maru T. 9,300 { WED., 3rd June, at noon.
Capt. K. Sonoda
Tango Maru T. 13,500 { WEDNES., 1st July, at noon.
Capt. Sekine

CALCUTTA via Spora, Penang & Rangoon.
Bombay Maru T. 5,000 { TUESDAY, 2nd June.

BOMBAY via Singapore and Colombo.
Kitano Maru T. 16,000 { WED., 3rd June, at 11 a.m.

Kobe & Yokohama.
Tango Maru T. 13,500 { TUESDAY, 2nd June, at 5 p.m.

NAGASAKI, Kobe & Yokohama.
Tosa Maru T. 12,500 { FRIDAY, 15th June.

SHANGHAI, Moji, Kobe & Yokohama.
Capt. Yoshikawa

Kobe & Yokohama.
Capt. Yoshikawa

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1st class.....\$133 \$122 \$103 \$95

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SAILINGS SUBJECT TO ALTERATION.

For Steamers. To Sail.

SAIGON.....Kansu.....30th May at 4 p.m.

SHANGHAI & TSINGTAU.....Chenan.....31st May at 5 p.m.

MANILA, CEBU & ILOILO.....Taming.....2nd June at 4 p.m.

SHANGHAI.....Liangchow.....2nd June at 4 p.m.

PAKHOI & H'PHONG.....Sungkiang.....3rd June at 10 a.m.

STOW, AMOY, N'PO & S'HAIWU.....Luchow.....4th June at 4 p.m.

SHANGHAI.....Luchow.....4th June at 4 p.m.

STOW, W'WEI, C'FOOT, TSIN KUEI CHOW.....5th June at 10 a.m.

SHANGHAI & TSINGTAU.....Yingchow.....6th June at 10 a.m.

MANILA, CEBU & ILOILO.....Teian.....9th June at 4 p.m.

SHANGHAI.....Shaoching.....9th June at 4 p.m.

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The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

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Hongkong 30th May, 1914.

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Outward Bound.
(Vladivostok via Nagasaki.)

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 28th day of May.

Homeward Bound.
(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T. Commander Kahim, is expected to arrive here on or about the 6th day of June.

The S.S. Koursk 6,400 R.T. Commander Padalka, is expected to arrive here on or about the 17th day of July.

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Rubi 4000 J. Miller { Manila, Mangarin, Cebu and Iloilo. TUES., 2nd June, 4 p.m.

Zafiro 4000 F. S. McMurray { Manila, Mangarin, Cebu and Iloilo. THUR., 11th June, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS.

Hongkong, 25th May, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamship. T. Captains. For. Sailing date.

Tijahli JAVA 2nd half May JAPAN 2nd half May

Tibodas JAVA 2nd half May JAPAN 1st half June

Tjikini JAPAN 1st half June JAVA 1st half June

Tijmanock JAVA 1st half June S'HAJ 1st half June

Tijpanas S'HAJ 1st half June JAVA 1st half June

Tijlatap JAVA 1st half June JAPAN 1st half June

Tijliwong JAVA 1st half July JAPAN 1st half July

Tijlaroem JAVA 2nd half July S'HAJ 2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Lara Building.

Telephone No. 1574.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

Tenyo Maru 22,000 - 21 knots Tues., 16th June.

Nippon Maru 11,000 - 18 knots Tues., 23rd "

Shinyo Maru 22,000 - 21 knots Tues., 14th July.

Chiyo Maru 22,000 - 21 knots Tues., 4th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £96.10.

San Francisco 245. " " £88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMERS CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

ARRIVAL & DEPARTURE

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

St. Albans 23rd May. 19th June, 10 a.m.

Eastern 13th June. 10th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

Telephone No. 291

KING'S BUILDINGS.

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KING'S BUILDINGS.

Telephone No. 291

KING'S BUILDINGS.

LOG BOOK.

Ships Lost by Breaking In Two.

Important questions are raised by the wreck of the tank-steamer Oklahoma which should not be lost sight of in the tragedy of the life-loss and the remarkable escape of part of the crew. This ship was comparatively new—built no longer ago than 1908—with a gross tonnage of about 6,000. But either when balanced on top of a wave or when lifted up end and end by two waves, it broke in two apparently as quickly and as cleanly as if of hollow boxwood under a knife.

That its bulkhead construction was of the best is indicated by the fact that the stern half raced along for some time under a full head of steam and nearly ran down the bow half, which kept afloat until sunk by the cannon-shot of a derelict-destroyer.

If one freight ship of apparently the best modern construction can thus break in two under the more stress of wave motion, why may not others, including passenger vessels, be exposed to the same danger? As a matter of fact they are, and have in many cases succumbed to the test.

There was the Western Reserve on the Great Lakes, which went down with all hands from such an incident. The British torpedo-boat catcher Cobra broke in two at sea some years ago and all on board were lost. The Santa Rosa on the Pacific coast was similarly broken in two at the bulkhead amidships and lost. As late as August, 1912, the British Dacre Castle was lost in the same way, and in July of last year the Japanese Matsu Maru. Undoubtedly many of the ships which have left port and never been heard of afterward disappeared from the same cause.

The Oklahoma was 419 feet long, or about half the length of the average trans-Atlantic liner, and as length increases, the relative longitudinal strength amidships necessarily decreases. Nor is the longest ship float long enough always to be safe of never being balanced at the top of a single wave or never exactly bridging two waves. Such positions are doubtless rare to the biggest vessels, but ship-builders do not appear to be as sure as they should be that the strain could be withstood if it ever came.

Experts like Samuel Holmes explain the Oklahoma and other cases of the kind by the fact that the transverse riveting of the sections of hull follows a single line around the girth of the ship and so concentrates on that line all the weakness resulting from the numerous rivet holes. But why then should so obvious a course of weakening be persisted in when it might aptly only be overcome by a wider distribution of the riveting? It is a matter which might well engage the closer attention of ship architect and builder.—New York World.

Nest on Scaffold Pole.

A thrush has built its nest, laid three eggs, and in the natural course of events will, if undisturbed, rear its young on a scaffold pole at the secondary school for girls which is being erected in St. George's-avenue, Northampton.

The nest has been built at the junction of two poles. There are between fifty and sixty men working on the building, but the bird takes not the slightest notice of them. The men have taken a great interest in the bird, and will not have it disturbed.

"The Worst Corner."

Castle Gate corner, near Newark, described as "the most dangerous corner on the Great North Road," was dismissed at Nottingham County Council recently. The Duke of Portland said that he had escaped a serious accident there only by good fortune. It was decided to investigate the matter. The council agreed to a scheme for reconstructing 207 miles of main roads. About 114 miles will be taken in hand immediately at a cost of about £130,000; the Road Board paying £49,000.

Oyster, Fish, Fried or Stewed

Finden, Kippin, & Co.,

ALFRED A. GAY

Public Auction.

GEO. P. LAMMERT,
AUCTIONEER, SHARE & GENERAL BROKER

A Valuable Collection of Antique China & Curios.
(Just arrived from the North, being the property of the well known collector Mr. Loh Ven Kee).

THE Undersigned has received instructions to sell by public Auction on Thursday, Friday & Saturday, the 4th, 5th & 6th, June, 1914 commencing each day at 2.30 at his Sales Rooms, Duddell Street a Valuable Collection of Antique China and Curios from SUNG TO MING DYNASTIES & KANGHI TO TOWKWANG PERIODS

Comprising:
3-COLOURED & BLUE & WHITE VASES, PLATES, BOWLS & FIGURES etc.
SANG-DE-BOEUF VASES, WHITE "GODDESS OF MERCY" (MING)
OLD GOLD INLAID BRONZES (MING)
FINE CRYSTAL VASES & SNUFF BOTTLES.
PORCELAIN & AGATE SNUFF BOTTLES,
GREEN & RED JADE ORNAMENTS.
OLD LACQUERED SCREENS WITH 5-COLOURED DECORATION & BLACKWOOD SCREENS WITH BLUE & WHITE & 5-COLOURED KANGHI & KIENLUNG PORCELAIN PLAQUES, PORCELAIN PICTURES INLAID IN WOOD etc., also

A FEW PIECES OF FINELY CARVED SOOCHOW RED WOOD.

N.B.—The Undersigned will give a 2-weeks' guarantee as to the genuineness of the articles offered.

Catalogues will be issued.
On view from Tuesday, the 2nd June.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 2nd June 1914 commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Consignment of Ladies' Shoes, Gents' Pumps, Blouse Flannels etc.

also
40 Leather & Canvas Trunks and Bags.

On View from day of Sale.
Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

G. R.

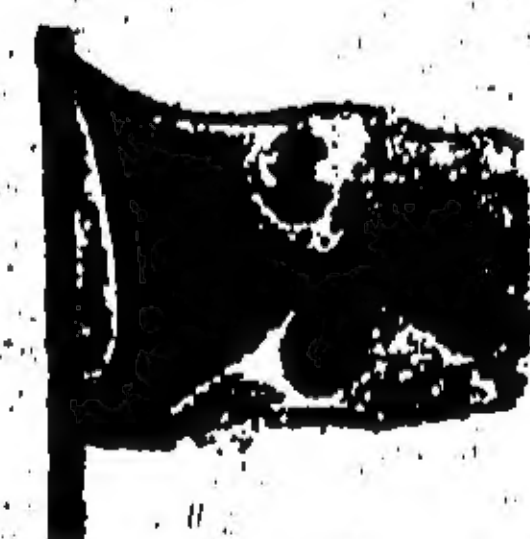
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Tuesday, the 2nd day of June, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shanghai Street, Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Lot No.	Boundary Measurements, Approx. in feet	Contents in Square Feet	Annual Rent	Upper Price
1	1	100 ft. by 100 ft.	10,000	750	10,000
2	2	100 ft. by 100 ft.	10,000	750	10,000
3	3	100 ft. by 100 ft.	10,000	750	10,000
4	4	100 ft. by 100 ft.	10,000	750	10,000
5	5	100 ft. by 100 ft.	10,000	750	10,000
6	6	100 ft. by 100 ft.	10,000	750	10,000
7	7	100 ft. by 100 ft.	10,000	750	10,000
8	8	100 ft. by 100 ft.	10,000	750	10,000
9	9	100 ft. by 100 ft.	10,000	750	10,000
10	10	100 ft. by 100 ft.	10,000	750	10,000

To Sail

HONGKONG NEW YORK.



AMERICAN ASIATIC S.S. Co.

For Boston & New York via
Panama & Suez Canal.

(with liberty to call at the
Malabar Coast)

s.s. "INDRANI."

on or about 5th June, 1914.
For freight or information,
apply to

SHEWAN TOMES & Co
General Agents,
Hongkong 15th May, 1914. [589]

Don't forget after the Show
Supper, and Light Refreshments
ALEXANDRA CAFE,
Open Till Midnight.

Consignees

NORDDEUTSCHER LLOYD,
BREMER.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 3rd of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 2nd of June, at 9.30 a.m.

All claims must reach us before the 10th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 27th May, 1914. [584]

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS and MANILA.

s.s. "MANOHURA."

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from the Company's godown at West Point. Cargo will be landed immediately at consignees' risk.

Cargo remaining undelivered Monday, June 1st, 1914 at 5 p.m. will be subject to landing charges and if undelivered Friday June 5th 1914 at Noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown, June 5th, 1914 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 29th, 1914, otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 29th May 1914.

NORDDEUTSCHER LLOYD,
BREMER.

FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ALTAIR,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of June, at 11 a.m.

All claims must reach us before the 11th of June, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong 28th May, 1914.

Entertainments

HIPPODROME

CIRCUS AND MENAGERIE.

To-Night! To-Night! at 9.15 p.m.

AND EVERY EVENING INCLUDING SUNDAYS.
OUR SECOND GRAND CHANCE OF PROGRAMME.
INCLUDING DE MARLO

The HUMAN FROG
In his Wonderful Act.

Also
MDLLE. ZUDECIA, The Model Lady.
In beautiful Statuesque poses.

DON'T FORGET TO SEE
THIS SPECIAL PROGRAMME

See! See! See!
The Marvellous Ceiling-Walking Act,
Our 20 Clowns etc., etc.

VICTORIA THEATRE.

9.15 To-Night 9.15

PROGRAMME

GAUMONT GRAPHIC Interesting

BLOOMER'S TRANSFORMATION Comic

TEN NIGHTS IN A BAR ROOM Dramatic

IN 2 PARTS

BETTY'S BOAT Comic

STICKY SIMON Comic

A REGIMENT OF TWO IN 2 PARTS Comic

GRIBOLLARD'S CONQUEST Comic

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 30th May.
The Great Sensational Drama.
"THIRTY YEARS OF A GAMBLER'S LIFE"

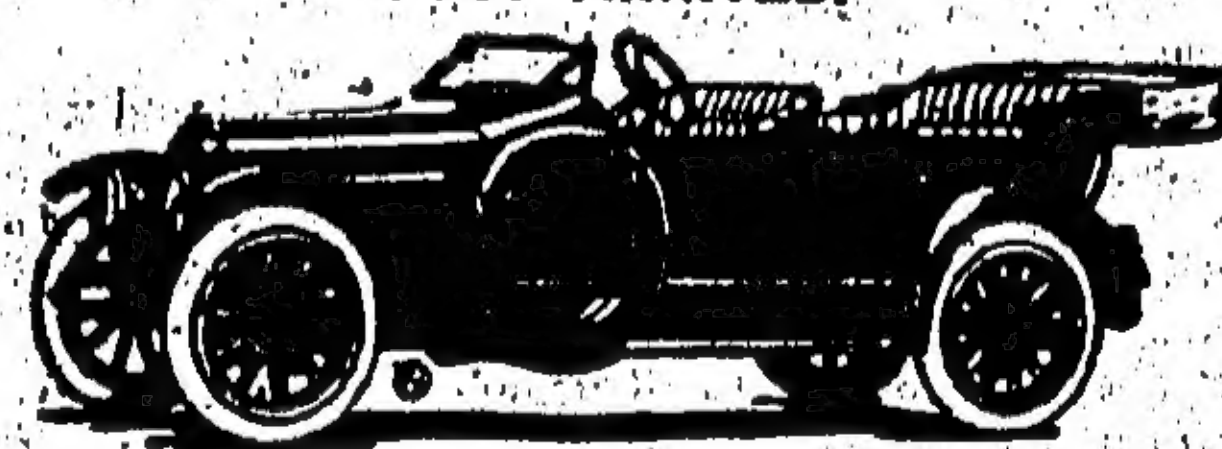
Length 5,000 Feet.
Also
"PATHE'S BRITISH & GERMAN GAZETTE"

On Wednesday 3rd June
The Magnificent Picture will be Screened
"KING OF ENGLAND IN FRANCE"

NOTES

Cars on Hire at Reasonable Rates. Prompt Service.

JUST ARRIVED.



3 NEW MODELS

2 HUDSONS

1 OVERLAND

CALL AND INSPECT THESE NEW ARRIVALS.

Des Vaux Road. DRAGON CYCLE DEPOT. Tel. No. 482.

Consignee

INDO-CHINA STEAM NAVIGATION CO., LTD.

From CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"YATSHING,"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 26th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE MATHESON & CO., LTD.
General Managers.

Hongkong, 28th May, 1914. [58]

To Sail

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.,
For London & Antwerp

"GLENROY"

Captain H. W. L. Holman will be despatched for the above ports on or about 12th June 1914.

Siloon passage, Hongkong/London £40.

For Freight and passage, apply to

SHEWAN TOMES & Co
A. S. S.

Regular Steamship Service.

Proposed Sailing from Hongkong For BOSTON & NEW YORK.

For Freight and further information apply to

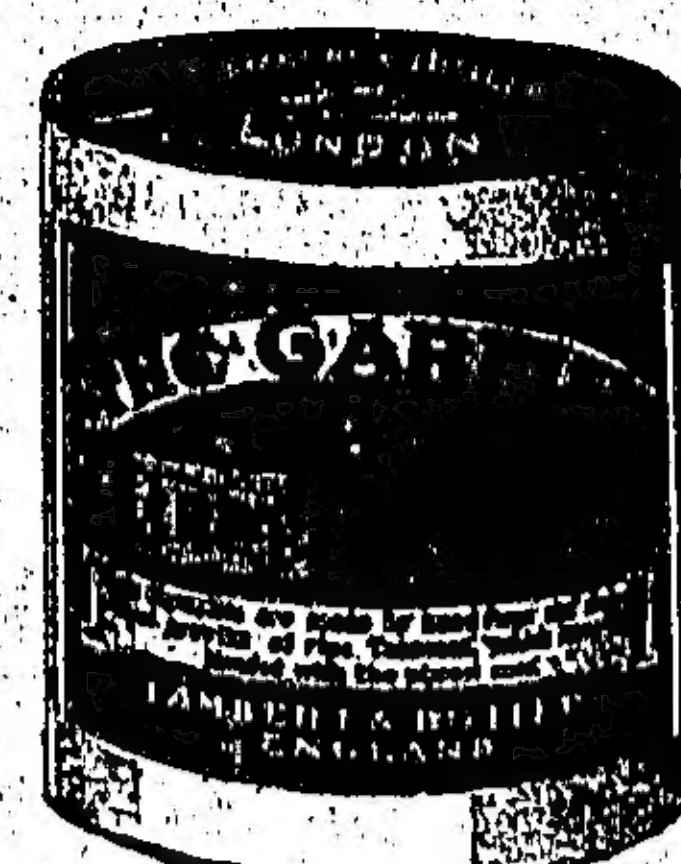
DODWELL & CO., LTD.
Agents

Hongkong 15th Apr., 1914.

Notices

"CARRICK"

THE FAMOUS VIRGINIAN CIGARETTE.



CONSTANT GROWTH

SIGNIFIES

CONSTANT MERIT.

A SHIPMENT HAS

JUST ARRIVED

FROM ENGLAND.

PHONE **RAMSEY & CO.** No. 1683.

12, POTTINGER STREET, HONGKONG.

TYPEWRITER TIPS.

YOUR TYPIST IS AN EXCELLENT TYPIST BUT HE IS NOT A MECHANIC. DO NOT EXPECT HIM TO KEEP HIS MACHINE ALWAYS IN FIRST CLASS CONDITION. LET US DO IT FOR YOU AND SO INCREASE UTILITY IN YOUR OFFICE. PHONE US. WE DO THE NECESSARY TO YOUR ENTIRE SATISFACTION.!!!

TYPEWRITER SPECIALISTS

Everything for the Typewriter, including experience; Typewriter Bureau Typing; Undertaken, Reasonable Rates.

FIDELITY ASSURED!!!

Typewriters Bought, Sold Exchanged and on Hire.

Ribbons for all Machines 25% Reduction.

OUR PRICE.....£1.50

Small Machinery of all Kinds Cleaned.

SAVE HALF YOUR COMPTON'S BILL AND OTHER EXPENSES, ON OUR PLAN.

THIS IS GENUINE. Stamped addressed envelope for reply to W.H. Emberley, General Commission Agent, 6 Gordon Terrace, Kowloon.



"Time and use have justified the claims put forward for these preparations."
BRITISH MEDICAL JOURNAL

Since first introduced, Benger's Food has continued to grow in favour owing to the constant recommendations of those who have benefitted by it.

Benger's is distinguished from all other foods in containing not only all the food elements necessary to restore health, but the natural digestive principles also, which enable it to be prepared to suit exactly all ages and all conditions of health. With no other food is this possible.

Benger's Food

is delicious, highly nutritive and most easily digested.

Sold in this by Chemists, etc., throughout the world.

"Benger's Food and How to Use It" is a little book of authority on the feeding of infants, invalids and the aged, and the most interesting and informative of food booklets. Will be sent post free on application to—

BENGER'S FOOD LTD., OTTER WORKS, MANCHESTER, Eng.

Branch Offices: NEW YORK, U.S.A., 31 West 4th St. SYDNEY (N.S.W.), 117, Pitt St. CANBERRA, 117, Pitt St. MONTREAL, 117, Pitt St. and branches throughout Canada.

Consignee

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

The Steamship

"DEN OF OGIL"

From GLASGOW, LIVERPOOL and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 31st prox., will be subject to rent.

All claims against the steamer must be presented to the Under, signed on or before the 19th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.
Agents

To Sail

AMERICAN AND ORIENTAL LINE.

(Andrew Weir & Co.'s steamers)

THE Steamship

"MINERIC."

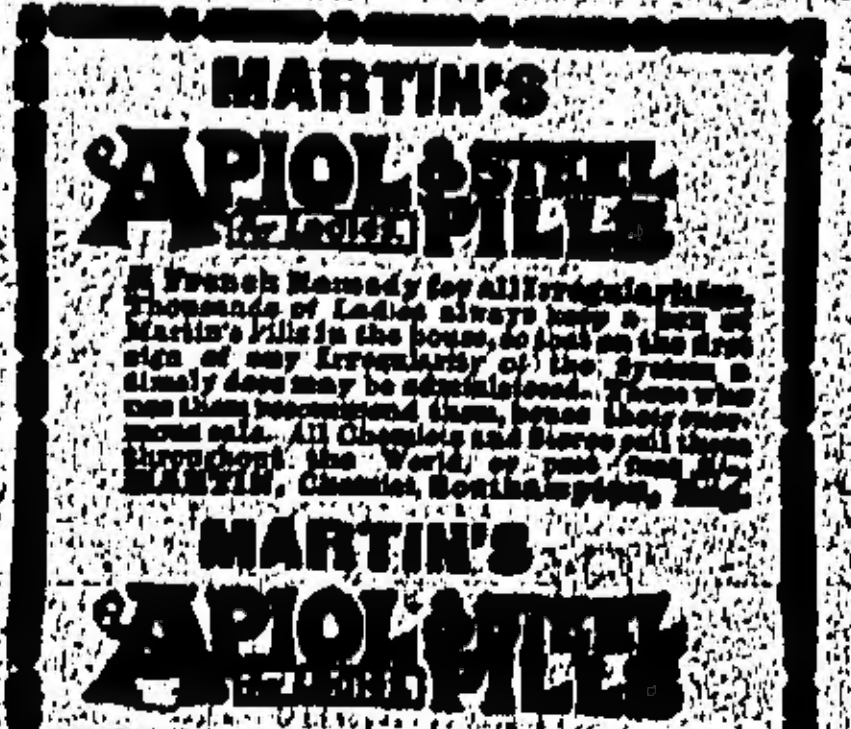
Capt. J. C. Hall, will be despatched from Hongkong on the 16th, June for

BOSTON & NEW YORK.

For freight and further particulars, apply to

The Bank Line Ltd., Agents.

Hongkong, 28th May, 1914.



SHARE REPORT.

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913.		1913.		1914.		1914.		Last Dividend and Date
					Highest	Lowest			Highest, May, 22nd to May, 29th	Lowest, May, 22nd to May, 29th			
Banks.													
H'kong & S'hai Banking Corp.	\$810 s. £83	120,000	\$125	all	835 Jan.	790 Aug.			810	810			{ £2 & 5/- bonus at ex. 1/11 3/4 equal to \$23.28 for 1913 ending 31/12/13
Marine Insurances.													
Canton Insurance Office, Ltd.	310xdivs	10,000	\$250	50	349 Oct.	270 Jan.			310	310			{ Final of \$3 a/c 1912. Interim of \$18 a/c 1913.
North China Ins. Co., Ltd.	t.140	10,000	\$15	5	137 1/2 Aug.	131 Jan.			140	140			{ Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of C'ton, Ltd.	\$775 b.	12,400	\$250	100	845 April	784 Sept.			\$770	\$787 1/2			{ Final of \$20 making \$50 for 1912 and Interim of \$50 for 1913
Yangtze Ins. Assoc. Ltd.	\$194	12,000	\$100	60	200 April	185 June			194	194			{ Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
Fire Insurances.													
China Fire Ins. Co., Ltd.	\$148 b.	20,000	\$100	20	161 1/2 Dec.	146 May			147	146			\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$375 b.	8,000	\$250	50	385 Jan.	354 May			370	369			\$27 for 1912
Shipping.													
China & Manila S.S. Co., Ltd.	\$8 b.	30,000	\$25	all	11 1/2 June	7 1/2 Oct.			8	7.90			\$1 for 1906
Douglas Steamship Co., Ltd.	\$30 s.	20,000	\$50	all	42 May	30 Oct.			31	31			\$2.50 for year end'g 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	26 1/2 b.	80,000	\$15	all	29 1/4 Aug.	27 April			26 1/2	26 1/2			{ Interim of \$1 for half year end- ing 30/6/13
Indo-China Steam Navigation Co., Ltd.	\$67 1/2 s.	{ 60,000 60,000	{ \$5 £5	all	99 April	75 Aug.			67 1/2	67 1/2			{ 3% Interim a/c year 1913 on preferred shares
Shell T'port & Trading Co., Ltd.	103 1/2 b.	3,797,610	£1	all	118 1/2 April	98 1/2 Oct.			105 1/2	103 1/2			{ Interim of 1/- making 2/- for 1913 Coupon No. 21.
Star Ferry Company, Ltd.	\$46xdivs	40,000	\$10	all	58 Oct.	32 1/2 Jan.			48	47			{ \$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
Refineries.													
China Sugar Refining Co., Ltd.	\$79 b.	20,000	\$100	all	112 Jan.	92 1/2 Aug.			79	79			\$3 for 1913
Luzon Sugar Refining Co., Ltd.	\$28 s.	7,000	\$100	all	40 Jan.	30 Dec.			28	28			\$3 for 1897
Mining.													
Kailan Mining Admin'tion.	38 1/2 s.	1,000,000	£1	all	37/- Dec.	30/- July			38/-	38/-			{ Interim of 1/- for 1913 Coupon No. 3.
Raub Australian Gold Min- ing Co., Ltd.	\$3 s.	200,000	£1	all	4 1/4 Jan.	3 Aug.			3	3			1/2 for 1909
Tronoh Mines Ltd.	31 1/2	160,000	£1	all	86/- Feb.	38/- Dec.			31 1/2	31 1/2			1/- mak. 7/6 a/c 1913
Docks, Wharves and Godowns &c.													
Hongkong & K.W. & G. Co., Ltd.	\$83 1/2 b.	60,000	\$50	all	99 July	74 Mar.			83	80			\$3.50 for year 1913
H'kong & W'poa D. Co., Ltd.	\$67 s.	60,000	\$50	all	90 June	56 Jan.			67	62			\$3 dividend for year 1913
S'hai Dock & Eng. Co., Ltd.	57	55,700	t. 100	all	72 Jan.	51 July			57 1/2	57 1/2			Tls. 3 for 1912
S'hai & H'kew W. Co., Ltd.	97 1/2 b.	65,000	t. 100	all	113 1/2 May	103 Jan.			94	94			Interim of Tls 3 for 1913
Lands, Hotels and Buildings.													
Anglo French Lands	t.94	25,000	t.100	t.100					94	94			Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old)	\$12 1/2	12,000	\$50	25	125 Aug.	112 Mar.			123 1/2	123 1/2			{ \$7 on old shares, \$3.50 on new shares for year 31/12/13
H'kong Land Investment Co.	\$112 b.	50,000	\$100	all	118 July	101 Jan.			112	112			\$3 1/2 for year ending 31/12/13
H'phreys Estate & F. Co., Ltd.	\$7 1/2	150,000	\$10	all	9 1/4 Sept.	8 Feb.			7 1/2	7 1/2			50 cents for 1913
K'loon Land & Building Co., Ltd.	\$44 b.	60,000	\$50	all	46 Aug.	33 Feb.			44	44			\$2.80 for 1913
Shanghai Lands	1.90	78,000	t.50	all					90	90			{ Interim of 5 p.c. for year end'g 30.6.13
West Point Building Co., Ltd.	\$75 s.	15,500	\$50	all	74 1/2 June	54 1/2 Jan.			74	73			\$2.25 for half year ending 31.12.13
Manila M'pole Hotel	p.8	15,000	p.10	all					8	8			5 per cent. for 1910
Cotton Mills.													
Ewo Cotton S. & W. Co., Ltd.	t.121 b.s.	20,000	t.5	all	148 1/2 Nov.	120 July			121	117			Tls. 15 for year ending 31/10/13.
H'kong Cotton Co.	\$8 s.	125,000	\$10	all	10 1/4 April	7 1/2 Dec.			8	8			50 cents 31/7/08
Kung Yik	11 b.	75,000	t.10	all	15 1/2 Jan.	12 1/2 July			11	10 1/2			{ Tls. 14 for year ending 31/11/13 Tls. 12 for 1913
Laou Kung Mow	73 b.	8,000	t.100	all	112 Jan.	93 Sept.			75	73			Tls. 10 for year ending 30/6/13
Shanghai Cottons	t.107 b.	50,000	t.50	all	135 Mar.	104 Sept.			107	103			
Miscellaneous.													
China Borneo Company, Ltd.	\$12 s.	60,000	\$12	all	1 1/2 May	9 April			12	12			\$1.20 for 1913
China Light & Power Co., Ltd.	\$4.10 s.	50,000	\$5	all	5 Nov.	23 1/2 Jan.			4.10	4.10			6% for year ending 28/2/06
Do. (Spec. shares)	61 s.	200,000	\$10	all	9 1/2 Feb.	8 1/2 May			8 1/2	8 1/2			70 cts. for 1913.
China Prov't. L. & M. Co., Ltd.	\$40 s.	40,000	\$7 1/2	6	29 Oct.	21 1/2 Jan.			40	37 1/2			\$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	6 s.	400,000	\$0	all	7.80 Nov.	4.10 Jan.			6 1/2	6			40 cts. for 1911.
Green Island Cement Co., Ltd.	\$40 b.	9,000	\$0	all	49 Dec.	26 Jan.			42	41			\$1.81 per share for 1913
Hongkong Electric Co., Ltd.	\$195 b.	5,000	\$25	all	200 Jan.	15 Oct.			195	190			{ Final of \$7 making \$9 for 1913 62 for 1913
Hongkong Ice Company, Ltd.	\$23 b.	6,000	\$0	all	25 1/4 July	19 Jan.			22 1/2	22 1/2			{ Interim div. of 1/2 d. per share for 1913
Hongkong Rope Mfg. Co., Ltd.	9/9 s.	325,000	5/-	all	9/6 Sept.	4/9 Jan.			9/9	8/-			{ Interim of T. 1 making T. 2 a/c 1913
Langkats	t.57	250,000	p.10	all	75 Jan.	19 Sept.			62	55			{ 80 cts. on fully paid shares and 8 cts. on \$1 paid shares for year ending 30/4/13
Peak Tramway Co., Ltd. (Old) Do (New)	\$10 b. 93 cts. s.	25,000 50,000	\$0 \$10	all	11 1/4 April 1.00 Jan.	9 Sept. 90 cts. June			10 1/2 93 cts.	10 1/2 93 cts.			None \$1.50 for 1910.
Philippines	\$5 s.	75,000	\$10	all					5	5			None
H. Price & Co., Ltd.	\$6			all					6	6			None
Societes des Pulpes et Papier- teries du Tonkin	\$20	13,300	\$50	all					20	20			No dividend this year.
Shanghai Sumatras	\$135	13,000	t.10	all					135	135			50 cts. for year ending 31/5/12.
Steam Laundry Co., Ltd.	\$4.75 b.	2,000	\$5	all	5.00 May	3.50 Oct.			4.70	4 1/2			{ \$1.25, per share for year end- ing 31/12/1913
Union Water-boat Co., Ltd.	\$20 s.	50,000	\$10	all	18 1/4 May	13 1/2 Feb.			20	20			70 cts. for 1912
A. S. Watson and Co., Ltd.	\$7.30xdivs	90,000	\$10	all	8 1/2 May	6 1/4 Jan.			8	8			50 cts. for year ending 30.6.13
William Powell, Limited.	\$8 1/2 s.	8,000	\$7	all	11 July	9 Jan.			8 1/2	8 1/2			None
S. O. Morning Post	\$22 b.	6,000	\$25	all					22	22			

WRIGHT & HORNBY, Share and General Brokers. 6, Des Voeux Road Central Tel. address, Rectitude
CORRECTED TO NOON MAY, 30th, 1914.
THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs Wright and Hornby's weekly share report, dated May 30, states:—
There has been some improvement in the local market during the week which closes with a firm tendency.
Bar Silver is quoted 208 per oz. ready, and 204 per oz. for forward delivery, market barely steady.
Exchange on London opened to-day at 1/10.15-16 T.T.
Para Rubber is quoted from London at 2/11 per lb. and the market for shares quiet.
Banks:—Hongkong and Shanghai Banks have been placed at \$810 and there are further sellers at the same rate. London
tes 483.10.0

Marine Insurances:—Cantons are on offer at \$310 and North Chines at Tls. 140 at which rate business is reported. Unions changed hands at \$770 early in the week and are now wanted at \$775 with business reported. Yangtzes have a nominal quotation of \$104.

Fire Insurances:—China Fires have advanced to \$148 buyers and Hongkong Fires to \$375 buyers.

Shipping:—China and Marins have buyers at \$8. Douglases are on offer at \$30. Hongkong Canton and Macao Steamboats have been dealt in at \$27 and close with buyers at \$28½. Indo-China are quoted \$37½ sellers but a lower rate would likely be accepted. Shell Transports have buyers at \$65½ and sales are reported at 108½. London quotes 105½ middle price. Star Ferries are quoted at \$48 sellers at the dividend of \$1.70 and bonus of 30 cents per share just paid.

Docks Wharves and Godowns.—Kowloon Wharves close with buyers at \$83 after sales at \$82 and \$82½. Hongkong and Whampoa Docks have sellers at \$67. Shanghai Docks are quoted Tls. 57½ in the North. Hongkew Wharves have strengthened and have buyers at Tls. 97½.

Lands, Hotels and Buildings:—Hongkong Hotels close firm at \$125½. Hongkong Lands have buyers at \$112. Humphreys Estates continue firm with buyers at \$7½. Kowloon Lands are steady at \$44. West Points are offering at \$75 after sales at \$74. Shanghai Lands are firm at Tls. 90.

Refineries:—China Sugars are firm at \$70 after sales. Luzon are quoted \$28 nominal.

Mining:—Tronohs have buyers at 31/6. Rauba have sellers at \$3. The output for the past four weeks was 1,040 oz. of gold. Kallans are offering at 38/- and business has been done at 37/-. Langkats have a nominal quotation at the close of Tls. 57. This Company is now publishing its output daily—the last three days' outputs were 435, 402, and 355 tons respectively. The total output for the week published on Tuesday last was 2,652 tons.

Cotton Mills:—Hongkong Cottons have sellers at \$7½. Two are quoted Tls. 121 buyers. Shanghai Cottons Tls. 107 buyers. Laou Kung Mows Tls. 73, buyers and Kung Yiks Tls. 11 buyers.

Miscellaneous:—There are buyers of Hongkong Electrics at \$40, Hongkong Ice at \$195, Hongkong Ropes at \$23, Peak Trams (old) at \$10 and Steam Laundries at \$470. There are sellers of China Burmeses at \$12 China Light and Powers at \$4.10, China Providents at \$8½, Dairy Farms at \$40, Green Island Cements at \$5, Low Level Trams at 9/6, Peak Trams (new) at 93 cents, Union Waterboats at \$20 and Watsons at \$8.

Quotations received from London by cable to-day.—

Banks 233; 0:0 Middle price,
Tronohs 30/
Shells 105/0
Indos 145/
Trams 9/3

New Head Master.
To succeed the Rev. T. H. H. Smith Pearse, who has held the post for 25 years, the Rev. W. J. Barton has been appointed head master of Epsom College. For seven years Mr. Barton has been an assistant master at Winchester.

Notices

**THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LTD.**
(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise;
Loans made on the "Provident System."
(Rates and Particulars on application).

The Office of
**TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,**
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908.

PEAK TRAMWAY CO.
LIMITED.

WEEK DAYS:

7.00 A.M. TO	8.00 A.M.	EVERY	15 MIN.
8.00 A.M. TO	10.00 A.M.	"	10 MIN.
10.00 A.M. TO	11.00 A.M.	"	15 MIN.
11.20 A.M. TO	12.45 P.M.	"	13 MIN.
12.45 P.M. TO	1.15 P.M.	"	20 MIN.

NIGHT CARS.

7:45 P.M. to	9:45 P.M.	15 MIN.
9:45 P.M. to	11:45 P.M.	10 MIN.
11:45 P.M. to	1:00 A.M.	15 MIN.
1:00 P.M. to	2:10 P.M.	10 MIN.

NIGHT CARS.

9:45 P.M. to	1:00 A.M.	15 MIN.
1:00 P.M. every half hour.		
1:00 P.M. to	3:45 P.M.	
every quarter of an hour.		

SUNDAYS.

7:45 A.M. to	10:30 A.M.	EVERY 15 MIN.
10:30 A.M. to	12:00 Noon	10 MIN.
12:00 Noon to	1:00 P.M.	15 MIN.
1:00 P.M. to	2:00 P.M.	10 MIN.
2:00 P.M. to	3:00 P.M.	15 MIN.
3:00 P.M. to	6:00 P.M.	10 MIN.
6:00 P.M. to	1:00 P.M.	15 MIN.
1:00 A.M. to	7:00 A.M.	10 MIN.

NIGHT CARS as on Week Days.

SATURDAYS.

Run Car at midnight.	
SPECIAL CARS	

By Arrangement at the Company's Office,
Alexandre Baldiers,
Des Vieux Hord.

USE. C. N.
AND GUARD AGAINST PLAGUE
WHA COMMERCIAL Co. 1 Duffell St.

Exchange

Selling		T/T Marks 196	
T/T 1/10 1/5 1/6		Demand Germany 196 1/2	
Demand 1/11		T/T France 2 1/4	
30 d/s 1/11 1/16		On Haiphong nom	
60 d/s 1/11 1/16		On Saigon nom	
4 m/s 1/11 1/8.		On Bangkok 605 1/2	
T/T Shanghai 74		Buying.	
Private 30 d/s sight S'hai 78 1/2		4 m/s. L/C 1/11 3/8	
T/T Singapore 82 1/2		4 m/s. J/P 1/11 1/2	
T/T Japan 93 1/2		6 m/s. L/C 1/11 1/2	
T/T India 143 1/2		30 d/s S'ney & Melbourne 1/115 1/8	
T/Bombay 143 1/2		30 d/s San F'co & New York 47 1/2	
Demand Bombay 143 1/2		4 m/s. Marks 2,00 1/2	
T/T Calcutta 143 1/2		4 m/s. France 2 1/2	
Demand Calcutta 143 1/2		5 m/s. do 2 1/2	
Demand India 143 1/2		Bar Silver, ready 26 1/8	
Demand Manila 93 1/2		forward 26 1/4	
T/T San F'co & New York 46 1/2		Gold Leaf pertael 54 40	
Demand, New York 46 1/2		Bank of England rate 3/2	
T/T Java 115 1/2		Sovereign 10 53	
Subsidiary Coins.		Opium Quotations.	
Discount per \$100:		May 14	
Chinese ... 20 cts. pieces \$11 3/8. %		Malwa, New \$8,200 per p.	
Chinese ... 10 " 12		Malwa, Old 8,300 "	
Hong kong. 20 " \$9		Patna, New 9,325 per cho	
Hongkong. 10 " \$9 3/4.		Patna, Old 9,200 "	
		Bonares, New 9,050 "	
		Bonares, Old 8,925 "	

Banks

**HONGKONG & SHANGHAI
BANKING CORPORATION.**

Paid-up Capital\$15,000,000

RESERVE FUNDS:

Sterling

£1,500,000 at 2/==

\$15,000,000

Silver ...\$17,650,000

\$32,650,000

Reserve Liability of
Proprietors\$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.—Deputy
Chairman.
S. H. Dodwell, Esq.
G. T. M. Eddins, Esq.
O. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER:
Hongkong—N. J. Stabb.
ACTING MANAGER.
Shanghai—J. D. Smart.
London—Bankers—London
County and Westminster
Limited.

3 Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York
London Office—49, Bishopsgate, E.C.
BRANCHES:

Bombay	Kobe
Calcutta	Madras
Canton	Nanking
Cebu	Panama
Hankow	Peking
Hongkong	San Francisco
Shanghai	Tientsin
Yokohama	

Capital and Surplus Gold \$7,000,000
..... £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4% per annum; or for shorter periods; at rates which may be ascertained on application.

DRAFTS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES MADE.

LETTERS OF CREDIT AND DRAFFTS granted on all the principal cities of the World.

THE JAPANESE CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT ISSUED.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

**JEROME HOOE,
Manager.**

Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital .. " 30,000,000
Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

- Branches
- Anning-ritsen
- Batavia
- Calcutta
- " Chingshan
- Dairen
- Fengtau
- Hankow
- " Harbin
- Hikoku
- " Kobe
- " Naha
- Liao-Yang
- London
- Lyons
- Manila

- Agencies at
- Nagasaki
- Newchwang
- New York
- Oakaka
- Peking
- Roussin
- (Port Arthur)
- Santo Domingo
- San Francisco
- Shanghai
- Tientsin
- Yokohama
- Yokoyama
- Los Angeles
- Singapore

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO, Manager.

Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF
INDIA, AUSTRALIA AND
CHINA

Incorporated by Royal
Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital	£1,200,000
Reserve Fund.....	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates, which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 11th April, 1912. [2

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid Up "	562,500
Reserve Fund	465,000

BANKERS:
Bank of England.
London Joint Stock Bank,
Limited.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

THE ALEXANDRA CAFE
Cannot be Beaten, if Equalled
For Bread, Cakes, Confectionery
meats with Wines & Liqueurs

